

The only newspaper in Washington with the Associated Press news every morning in the year.

NO. 18,622. ENTERED AS SECOND CLASS MATTER POSTOFFICE, WASHINGTON, D. C.

WASHINGTON: SATURDAY, JUNE 11, 1927.—THIRTY-TWO PAGES

COPYRIGHT, 1927.
BY THE WASHINGTON POST CO. TWO CENTS.

POST-SCRIPTS
By
GEORGE ROTHWELL BROWN

"See the conquering hero comes!
Sound the trumpets, beat the drums."

Gen. Lord makes a splendid showing of economics, but did he remember to include the great saving achieved by making all the Government clerks work until 12 o'clock on Lindsay?

To that historic dock, where in the long ago great wooden battleships were laid down, and where one solemn day the Unknown Soldier, wrapped in the impenetrable mystery of his immortality, was borne for a nation's reverent homage, comes this morning the conqueror of space, universally beloved, universally adored, universally admired. What laurels shall we find in the unfolded years for our greatest generals and statesmen?

"Do I deserve all this?" asks the boy who flew across the Atlantic alone. Son, this is just a few things we could think up in a hurry.

The Washington Post covers the arrival of the world's most famous boy with reporters off the Virginia Capes in destroyers and airplanes, for news-getting keeps apace of the advancement of science, but this writer well recalls that only 24 years ago, when he reported for this paper the first attempt of mankind to fly in a heavier-than-air machine driven by a motor, his dispatch boat was a 20-foot gillig skiff, a fast sailer, that, as it proved, was more than swift enough to keep up with Langley's buzzard. Now the reporters use airplanes like taxicabs. We move forward.

"The crops lie rotting in the fields along the river banks,
The only crop that any yields
Is Langley airship cranks."

This bit of doggerel that is resurrected from somewhere in memory was printed in The Post in 1903 as representing the skeptical attitude of the Lower Potomac farmers toward the efforts of the Smithsonian scientists to emulate the birds and take the wings of the gods. It was the unanimous verdict that the "darned thing wouldn't fly." Widewater is reversed by the judgment of history.

Moscow has a guillotine and a reign of terror. All she needs is a Napoleon.

As I see this triumphal progress of the birdlet up the historic river in a noble pageanty of the sea and air, I see in retrospect another little armada setting forth, downward on this same stream. It is the morning of July 15, 1903. A huge gray houseboat with an enormous superstructure pulls away from her dock at the foot of Twelfth street, towed by the old-time tugboat of the D. M. Key, and a steam launch and an air-driven launch trailing astern with a small flock of rowboats. Within the houseboat was the world's first successful airplane, but the inventor died without ever knowing it was a success. On that historic morning Charles A. Lindbergh was 1 year old. And now he is coming back from Paris!

When Pompey came back home to Rome,
They cut up quite a shindy,
And gave him cordial welcome home,
But still, he wasn't Lindy!

Twelve million human souls he'd killed,

Or shackled up as slaves;
The Roman populace was thrilled
By counting up the graves.

He had a train of captive kings,
A wagon full of loot,
The Roman flappers, pretty things,
Played to him on the flute.

A column in the public square
Was hastily erected,
A thing that made J. Caesar swear,
And he was quite dejected.

Alas for Pompey's fleeting fame,
Alas for all those graves!

For Lindbergh, not a breath of shame—
A hundred million slaves!

No jealous Caesar comes with him,
The sceptre is his own.

As o'er the ocean he did skim
He rules the world—alone!

There is still another spot on the Potomac linked for all time with Lindbergh's epochalfeat, but he probably won't smell it, for its old-time flavor has passed away. This is Fatty Mann's, of fragrant memory. The automobile has dealt it a hard blow, but in the old days they made fertilizer there of dead horses, and it was a favorite summer resort for the buzzards. Thither went Langley, to study the principles of flight from those who had what Hog Island had not—now how, and so on. The buzzards taught him the secret theory of aerial navigation! A

**COOLIDGE CAUTIOUS
AS TO 1928 TAX CUT;
STILL FOR ECONOMY**

\$338,000,000 Is Fixed as Surplus for New Fiscal Year.

SAYS FLOOD DAMAGE MEANS MORE EXPENSE

Tells Budget Meeting Period of Years Must Be Covered in Considering Income.

CITES FRENCH DEBT ISSUE AS IT AFFECTS OUTLOOK

Clash With Democrats on Revenue Slash Looms; Garner Voices View.

President Coolidge, in his speech last night before the semiannual budget meeting at Memorial Continental Hall, warned the Nation against too optimistic expectation of tax reduction next year unless expenditures are held at about their present level. The flood disaster, it was added, means a reduction in our prospective revenue and an increase in our prospective expenditures. The only remedy will be to effect savings elsewhere, the President explained.

The present forecast is for a substantial surplus estimated at around \$338,000,000, as against about \$59,000,000 anticipated for this year. Failure of France to ratify the Mellon-Berenger debt agreement is referred to by the President, who says that this has necessitated a revision of the amount chargeable under the head of debt repayment.

Another indirect reference to France is seen in the President's statement that the United States Government, through its policy of constructive economy, has set an example for other nations to follow.

Again Demands Economy.

The President's renewed advocacy of strict economy as the greatest safeguard of the Nation and his caution with respect to new reductions put the administration on record as absolutely opposed to the Democratic campaigns, already in operation, for greater cuts in the income taxes.

Representative John N. Garner, of Texas, Democratic fiscal leader and author of last session's Democratic tax bill, made public a statement yesterday vigorously opposing the administration's prospective tax reduction plan.

The President, in his speech, refused to be bound by the matter of a single year's surplus but points out that the Government by way of caution must consider a period of years in making advance tax reduction plans. Though the surplus of \$59,000,000 for this year is assured, the President explains, the prospective surplus of \$338,000,000 is merely an estimate.

In connection with the President's insistence upon caution in tax reduction plans, as compared to the Democratic advance demand for greater reductions, the flood disaster, it is pointed out, furnishes an added reason for the more cautious policy.

Brig. Gen. H. M. Lord, director of the Bureau of the Budget, made a report of his stewardship during the past year. Our public debt will be down to about \$18,600,000,000 by June 30 next, he said.

CONTINUED ON PAGE 2, COLUMN 2.

Four miners were electrocuted at the Belmont mine here early today while moving an electric ventilating fan. The dead are Lawrence Brousseau, Edwin and Thomas Jacobson, brothers, and Thomas Chapman. All were unmarried except

CONTINUED ON PAGE 4, COLUMN 2.

Four men were electrocuted at the Belmont mine here early today while moving an electric ventilating fan. The dead are Lawrence Brousseau, Edwin and Thomas Jacobson, brothers, and Thomas Chapman. All were unmarried except

CONTINUED ON PAGE 4, COLUMN 2.

**Five to 20 Years Given
Mazer, Mellett Slayer**

Canton, Ohio, June 10 (By A. P.)—Louis Mazer, the first man indicted for the murder last July of Don R. Mellett, Canton editor, today was sentenced to 5 to 20 years in prison.

He was permitted to plead guilty to a charge of manslaughter in return for his evidence in the trial of Floyd E. Streitenberger, convicted as one of the Mellett slayers.

Hilliard, Noted Actor, Cuts Off Wife in Will

New York, June 10 (By A. P.)—Robert Cochran Hilliard, noted actor, who died this week in his will, died today, left his entire estate to his "dear friend," Frank Joe Geddes of this city, now living in Switzerland, and cut off his third wife without a penny. His wife was the former S. Gage Everard, daughter of a wealthy New York brewer.

The Washington Post.

Weather—Partly cloudy and slightly cooler today; tomorrow fair; moderate northwest winds.
Temperature yesterday—Highest, 86; lowest, 69.
Weather details on page 24.

COPYRIGHT, 1927.
BY THE WASHINGTON POST CO. TWO CENTS.

NATION HAILS LINDBERGH AT VIRGINIA CAPES; DO I REALLY DESERVE ALL THIS? ASKS HERO; MOTHER JOINS CAPITAL FOR TRIBUTE TODAY

Fame's Fair-Haired Boy Waves First Greeting From Cruiser's Deck.

CHEERS SWEEP SEA; ANSWERED BY SMILE

Destroyer Puts R. H. Blythe on Vessel, Carrying Uniform and Copies of Post.

LAST TO SAY GOOD-BY, FIRST TO GIVE WELCOME

Zooming Planes Carry America's Tribute to Airman Out of Sight of Land.

By EDWARD T. POLLARD.
Staff Correspondent of The Post.
Aboard the Destroyer Goff, June 10.—Fame's fair-haired boy rode into home waters today, his blonde curls whipping in the breeze and a smile all over his face.

He came through the Virginia capes amid such spectacular splendor as no returning hero has ever known, with the roar of aircraft and the yells of admirals breaking the air around him. His private warship, the cruiser Memphis, was canopied by 40 zooming air-planes almost enough to have formed the letters of Col. Charles A. Lindbergh in the sky.

Sharing the air with this great armada was the Naval Blimp J-6, looking for all the world like a queen bee among her smaller companions of the clouds.

The big Navy dirigible Los Angeles, however, did not arrive to take its part in the welcome. The big airship was forced to remain in its hanger at Lakehurst, N. J., because of a strong wind and insufficient men to form an efficient ground crew.

The Goff, named after a Georgetown University graduate who became Secretary of the Navy, was one of the five destroyers that convoyed the Memphis through the capes, exactly one month from the day her precious passenger landed in New York to start his epochal air journey.

Again Demands Economy.

The President's renewed advocacy of strict economy as the greatest safeguard of the Nation and his caution with respect to new reductions put the administration on record as absolutely opposed to the Democratic campaigns, already in operation, for greater cuts in the income taxes.

Destroyers Circle Memphis.

The destroyers ringed the Memphis in an anti-submarine formation, just as they might have taken her through a submarine zone in the war. Four of the destroyers already were with the cruiser when the Goff joined the party—the Sandis, the Warden, the Reuben James and the Brooks.

Leaving the naval operating base at Norfolk about 11:30 o'clock with a large party of newspaper reporters and camera men aboard, the Goff picked up the rakish-looking Memphis at 2:08 o'clock about 35 miles off the capes.

Hungry eyes, peering through field glasses, swept the decks of the cruiser eager for a sight of the 25-year-old flier who thrilled the world. Finally was located on the starboard wing of the vessel's bridge, standing alongside Vice Admiral Guy H. Burrough, his curly hair in a tangled knot and the smile that dazzled Europe was working fine.

Leaving the naval operating base at Norfolk about 11:30 o'clock with a large party of newspaper reporters and camera men aboard, the Goff picked up the rakish-looking Memphis at 2:08 o'clock about 35 miles off the capes.

There are more than 50 pieces of aircraft out here, where there is no land in sight. There has come a vast panorama of war machines, which have come into being since Dewey rode high on the bridge of the Olympia more than 28 years ago. It must thrill this man Lindbergh, a captain or colonel or whatever rank he happens to be today, as he stands there on the bridge of his ship, the cruiser Memphis, attired in a blue suit, with his blond hair a mass of loose strands in the wind.

These Army and Navy men are cutting capers up here as it is seldom they want to do. With polits and observers there are more than 100 men, risking their necks in honor of a man who risked his life in honor of a man who risked his life.

Alternately they fly down in the formation of an inverted V, skimming the topmasts of the Memphis, with the

CONTINUED ON PAGE 4, COLUMN 2.

Four men were electrocuted at the Belmont mine here early today while moving an electric ventilating fan. The dead are Lawrence Brousseau, Edwin and Thomas Jacobson, brothers, and Thomas Chapman. All were unmarried except

CONTINUED ON PAGE 4, COLUMN 2.

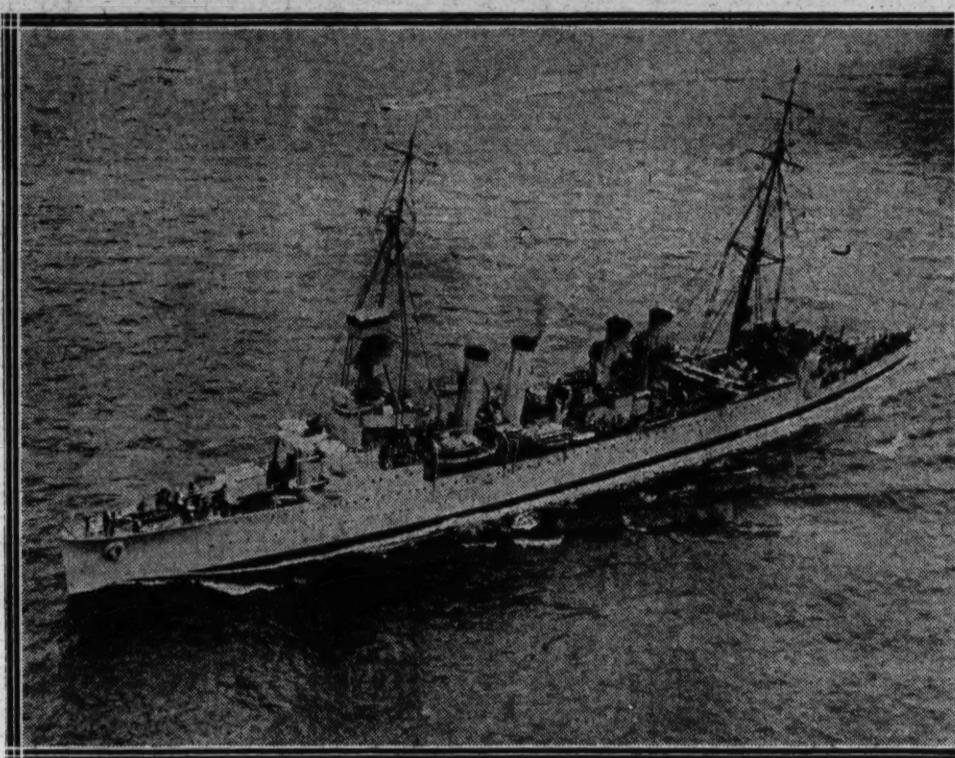
**Five to 20 Years Given
Mazer, Mellett Slayer**

Canton, Ohio, June 10 (By A. P.)—Louis Mazer, the first man indicted for the murder last July of Don R. Mellett, Canton editor, today was sentenced to 5 to 20 years in prison.

He was permitted to plead guilty to a charge of manslaughter in return for his evidence in the trial of Floyd E. Streitenberger, convicted as one of the Mellett slayers.

Hilliard, Noted Actor, Cuts Off Wife in Will

New York, June 10 (By A. P.)—Robert Cochran Hilliard, noted actor, who died this week in his will, died today, left his entire estate to his "dear friend," Frank Joe Geddes of this city, now living in Switzerland, and cut off his third wife without a penny. His wife was the former S. Gage Everard, daughter of a wealthy New York brewer.



U. S. Army Photo.
The U. S. S. Memphis, private cruiser of Col. Charles A. Lindbergh, photographed from the air as she approached the coast yesterday afternoon, bringing the air hero up to Washington to receive the homage of the Nation. The picture was made by Private Frederick Heiney, second photo section, of Langley Field, from a plane piloted by Lieut. Guy Kirksey.

COVEY OF AIRSHIPS GREET LINDBERGH FAR OFF THE CAPES

Welcome Was Thrilling, Says Post Reporter Out in Plane.

BY CARLISLE BARGERON.
Staff Correspondent of The Post.

Aboard Navy Seaplane With Lindbergh at Sea, June 10.—America's returning hero, extending him such a welcome as no other man has known.

The Navy sent out a fleet of seaplanes and the Army a flock of its air machines, and they took turns in curving before the man and leading the way into home waters. It was as if they said, "This way, Mister Lindbergh, you won't need any letters of introduction here."

There are more than 50 pieces of aircraft out here, where there is no land in sight. There has come a vast panorama of war machines, which have come into being since Dewey rode high on the bridge of the Olympia more than 28 years ago. It must thrill this man Lindbergh, a captain or colonel or whatever rank he happens to be today, as he stands there on the bridge of his ship, the cruiser Memphis, attired in a blue suit, with his blond hair a mass of loose strands in the wind.

These Army and Navy men are cutting capers up here as it is seldom they want to do. With polits and observers there are more than 100 men, risking their necks in honor of a man who risked his life in honor of a man who risked his life.

Alternately they fly down in the

CONTINUED ON PAGE 4, COLUMN 2.

Four men were electrocuted at the Belmont mine here early today while moving an electric ventilating fan. The dead are Lawrence Brousseau, Edwin and Thomas Jacobson, brothers, and Thomas Chapman. All were unmarried except

CONTINUED ON PAGE 4, COLUMN 2.

**Five to 20 Years Given
Mazer, Mellett Slayer**

Canton, Ohio, June 10 (By A. P.)—Louis Mazer, the first man indicted for the murder last July of Don R. Mellett, Canton editor, today was sentenced to 5 to 20 years in prison.

He was permitted to plead guilty to a charge of manslaughter in return for his evidence in the trial of Floyd E. Streitenberger, convicted as one of the Mellett slayers.

Hilliard, Noted Actor, Cuts Off Wife in Will

New York, June 10 (By A. P.)—Robert Cochran Hilliard, noted actor, who died this week in his will, died today, left his entire estate to his "dear friend," Frank Joe Geddes of this city, now living in Switzerland, and cut off his third wife without a penny. His wife was the former S. Gage Everard, daughter of a wealthy New York brewer.

White House Throng Pays Homage to Hero's Mother

"Isn't She Lovely," Verdict of Crowd as Mrs. Lindbergh Arrives by Motor From Baltimore—Poses for Photo, Dines With Coolidges.

CONTINUED ON PAGE 3, COLUMN 2.

All Equador Rocked By Strong Quake

By CARLISLE BARGERON.
Staff Correspondent of The Post.

Aboard Navy Seaplane With Lindbergh at Sea, June 10.—An earth shock, lasting more than a minute was felt here today, the tremors being the strongest felt here in many years.

The quake was felt all over the republic, but was stronger in some regions than in others. Telegraph service was interrupted at Cuenca. There were some reports that houses collapsed in this district, but these could not be confirmed.

(By the Associated Press.)

An earthquake of moderate intensity was recorded for two hours yesterday, beginning at 12:18 p. m. on the Georgetown University seismograph. Director Tondorf estimated the center of disturbance at 5,800 miles from Washington.

More than 100 soldiers were convicted in connection with the Houston riot. Several were sentenced to be hanged and sixty-nine received sentences

MEMPHIS ANCHORS AT PINEY POINT, MD., TILL THIS MORNING

River Pilot Luckett Boards
Craft to Be Ready for
Journey to Capital.

PLIER TO BED EARLY FOR CEREMONIES TODAY

Country About Starts Bon-
fires; Autos and River Boats
Hum; Phones Flash News.

Piney Point, Md. (By A. P.)—Left by her convoy at the mouth of the Potomac River, the Memphis glided slowly past Point Lookout as night fell and moved leisurely on to the river where she will go her mud hooks.

Capt. "Bill" Luckett, 73-year-old Potomac River pilot, had been on the lookout for the ship, but even in the moonlight he could make out for certain whether the low-lit bulk a mile from shore was the Memphis.

When the rattle of the anchor chains reached the ears of river fishermen on shore, however, they shouted that it was "big ship." Capt. Luckett put off from the wharf in the Hattie Mueller, a gasoline dory, to investigate. He carried his bag and a raincoat. As the dory drew alongside the hulk, which proved to be Lindbergh's transport, the bob yelled down:

"See, this looks like America."
Capt. Luckett shouted back:
"This is the pilot."

Pilot Hauled on Ship.

A flashlight was played on the dory and then a Jacob's ladder was thrown over the side of the ship. The aged pilot swung up the ladder in true sailor fashion but was unable to handle his luggage.

An Associated Press correspondent had accompanied him out in the river and followed up the ladder with the bag and coat. They were the only two permitted aboard the ship.

The correspondent immediately made contact with the Associated Press correspondent, who had accompanied Lindbergh from Cherbourg and learned that the aviator had already turned in for the night, determined to get a good rest against the rigors of tomorrow.

May Not Wear Uniform.

Although Col. Lindbergh's Army uniform had been taken aboard the Memphis at Cape Henry, he had said little about it and the impression was that he was turning the ceremonies at Washington tomorrow he would wear his flying suit.

As soon as word got ashore that the Memphis had dropped anchor, the countrywide grand enthusiasm. Bonfires were started along the shore of the cove and the word was telephoned to the back country with a result that scores came pouring in here in automobiles.

Motor boats which had tugged silently in their bays, suddenly came to life and loaded with fishermen and their friends put out into the river to circle the Memphis, while greetings were shouted at the aviator, who was lost in slumber.

New Treasury Bond Allotment Is Made

(By the Associated Press)

With cash subscriptions aggregating \$617,604,750 for the \$200,000,000 issue of 3% per cent Treasury Bonds maturing in 1947 Secretary Mellon announced yesterday that the allotment of \$100,000 had been allotted 50 per cent those in amounts over \$100,000 but not exceeding \$100,000 allotted 40 per cent, and those over \$1,000,000 allotted 50 per cent.

Secretary Mellon also announced that holders of the second Liberty Loan bonds might exchange their securities for the new Treasury bonds until June 15, and possibly later.

Latter Day Saints' Apostle to Speak

Elder Melvin J. Ballard, one of the twelve apostles of the Mormon Church and Elder Henry H. Rolapp, former Utah Supreme Court Judge, and now president of the Eastern State Mission, will speak on "Why Mormons Will Support the Meeting of the Church of Jesus Christ and Latter Day Saints, Friday night at the Washington Auditorium.

The regular services of the church will be held tomorrow, Sunday school will be held at 10 o'clock, with preaching at 11:45 o'clock. Both services will be held in the Washington Auditorium. Hugh W. Colton is president of the local branch of the church.

Flood Prevention Interests Coolidge

(By the Associated Press)

The delegates to the recent flood control conference at Chicago, who called yesterday on President Coolidge, said the President indicated that he would call a new conference to map out a flood prevention program.

The delegates presented John T. Payne, chairman of the Red Cross, with a commendatory resolution drafted the conference.

The resolution set forth the conference's appreciation of the untiring efforts of the officials who performed by the Red Cross in the flood disaster and urged upon the American people to continue liberal contributions to the cause.

FIRE RECORD.

1:27 a. m.—First and B streets northwest; fire. 1:32 p. m.—Eighteenth street and Massachusetts avenue northwest; automobile. 1:35 p. m.—18th Street and 18th Avenue. 5:17 p. m.—\$12 Fifth street northwest; garage. 5:20 p. m.—1221 Ingram street northwest; fire.

**Co-operative Apartment
Homes**



HERE TO GREET HER FAMOUS SON



Fred Miller, Post Staff Photographer.
Mrs. Evangeline Lindbergh, mother of the New York-to-Paris flier, arriving at the temporary White House yesterday. With her is Irwin H. Hoover, chief usher at the Executive Mansion.

HAPPY THRONG PAYS HONOR TO MOTHER OF "LONE EAGLE"

CONTINUED FROM PAGE 1.

and Mrs. Lindbergh was presented to him. The hosts and the guest chatted for a few minutes after which Mrs. Lindbergh retired to her room to rest for an early dinner with the President and Mrs. Coolidge, who were leaving for the budget meeting at 8 p. m.

The women in the crowd which cheered Mrs. Lindbergh at the President's house were most interested in what she wore. She was magnificently attired in a summer dress of two shades of green georgette with a jabot front of a lighter shade of green. Her long coat was made of silk satin, with a white ermine collar and her only ornaments a small corsage bouquet of gardenias and ferns. She wore gray strap slippers and gray silk stockings and presented a classic appearance in every sense of the word.

Rests to Greet Her Son.

Among those who passed in automatically and were much interested in the proceedings was Mrs. Nicholas Longworth, secretary of the National Society of the Daughters of the American Revolution, who was driving with her brother, Col. Theodore Roosevelt. Mrs. Longworth leaned out of her machine to watch the crowd for a few minutes.

At 7 o'clock, Capt. M. K. McLean, commanding officer of the battleship division, and reporters who stopped, inquired the cause and swelled the attendance in almost every case. One small boy arrived with a picture of Lindbergh and said he had seen him when he saw "Lucky," he explained.

A woman came up to the reporters and said, "I just want one look at her and then I will be satisfied." She stayed and got her heart's desire at last.

While Mrs. Lindbergh did not talk to the reporters she was generous with smiles and kindly glances and was evidently in a very happy frame of mind.

It is said that she does not wish to get into the limelight but she has been allotted less than half an hour to speak at the White House. Miss Mabel Boardman, chairman of the woman's committee, will be at the Navy Yard this morning to welcome Lindbergh with the rest of the executive committee and the committee is prepared for any service which may be desired of them.

Mrs. Lindbergh was not met by the woman's committee because it had been decided that arrangements had been made for the reception to be given by the White House. Miss Mabel Boardman, chairman of the woman's committee, will be at the Navy Yard this morning to welcome Lindbergh with the rest of the executive committee and the committee is prepared for any service which may be desired of them.

President and Mrs. Coolidge, and Mrs. Lindbergh, shortly after the President had tea, were invited to them by the living room of the temporary White House while they chatted.

RAIL TORPEDO TEST KILLS MANUFACTURER

Louis S. Ross Loses Life; Six
Others Are Injured at
Waltham, Mass.

Montreal, June 10 (By A. P.)—Capt. James Dalell McKee, of Pittsburgh, Pa., aviator, said to have held the record for the longest land flight with a seaplane, was drowned last night in Lac Peche, in the Laurentian Mountains, when his plane broke in two after it had alighted on the water.

McKee was accompanied on the flight by Lyle Hogan of the United States Army Flying Corps, who was rescued from the lake and taken to the Laurentian Club, where he was later killed by a heavy train passing over them.

Ross fired at the wooden box containing the torpedoes, and a tremendous explosion followed. Ross was blown broadside, his legs and many wings almost torn to pieces. Buckley suffered splinters and metal fragments. Walter Wedge, of Belmont, former State Chemist, William S. Whitman, treasurer of the silk company, and Frank Slaney, all members of the testing party, were knocked down, broken and cut by fragments. Three bystanders were injured slightly.

The Post's Classified department has the latest and most up-to-date equipment to render the fastest service when you phone your ad for the morning newspaper.

CAPT. M'KEE DROWNS AS SEAPLANE BREAKS

Machine Parts After Landing
on Lac Peche, in Canada;
Companion Escapes.

Montreal, June 10 (By A. P.)—Capt. James Dalell McKee, of Pittsburgh, Pa., aviator, said to have held the record for the longest land flight with a seaplane, was drowned last night in Lac Peche, in the Laurentian Mountains, when his plane broke in two after it had alighted on the water.

McKee was accompanied on the flight by Lyle Hogan of the United States Army Flying Corps, who was rescued from the lake and taken to the Laurentian Club, where he was later killed by a heavy train passing over them.

Ross fired at the wooden box containing the torpedoes, and a tremendous explosion followed. Ross was blown broadside, his legs and many wings almost torn to pieces. Buckley suffered splinters and metal fragments. Walter Wedge, of Belmont, former State Chemist, William S. Whitman, treasurer of the silk company, and Frank Slaney, all members of the testing party, were knocked down, broken and cut by fragments. Three bystanders were injured slightly.

The Post's Classified department has the latest and most up-to-date equipment to render the fastest service when you phone your ad for the morning newspaper.

TRAFFIC EMPLOYES WILL BE DISMISSED; SCANDAL RECALLED

16 Affected by Budget Cut;
Eldridge, in Announcement,
Charges Inefficiency.

WOMAN ONE OF FIRST CALLED IN LIGHT CASE

H. D. Brown Will Start an
Investigation of Her Rating,
He Declares.

An aftermath of the traffic signal scandal occurred yesterday when it was revealed that the commissioners Tuesday, on the recommendation of William H. Harland, director of traffic, ordered dismissal July 1 of 16 of the 28 employees of the traffic department because of the cut made in the budget for salaries by the last Congress.

Leading the list of dismissals was the name of Mrs. Mary F. Kaufman, first known to be dismissed. Kaufman was one of the first employees of the department called in by the bureau of efficiency when it began investigating the signal scandal. The list of dismissals was made up of Assistant Director of Traffic M. O. Eldridge, who was dismissed from traffic director as a result of the investigation, and was approved by Harland, according to the latter, who has only been in office since July 1.

Commissioner Proctor L. Dougherty said that he had been told the dismissals were based on efficiency ratings, those dismissed having been marked "inefficient." He said that those retained, Eldridge said, subject to the latter's approval. He added that he had to rely chiefly on Eldridge's marking, because he had not been long in office. In the final report of the Bureau of Efficiency on the signal scandal, several were criticized for inefficiency.

Herbert D. Brown, chief of the Bureau of Efficiency, said that he was about to launch an investigation of the efficiency rating of Mrs. Kaufman and her subsequent discharge.

Cites Inquiry Difficult.

"I want to point out," he said, "that employees of the District are going to be dismissed after we call them in and they tell us the truth. If that is going to be done, it is going to be increasingly difficult for us to investigate efficiency."

Early in the traffic signal investigation, Mrs. Kaufman, who was then Miss Mary Fagan, was passed from the temporary rank on the charge of inefficiency to the permanent rank. In the final report of the Bureau of Efficiency on the signal scandal, several were criticized for inefficiency.

Admiral Charles F. Hughes, commander in chief, United States fleet, will assume duties of chief of naval operations, with rank of admiral, November 14, Secretary of the Navy William E. Borland said yesterday, announcing changes in Navy flag commands.

Admiral W. E. Bryan, who succeeded Admiral in chief, United States fleet, will become commander in chief of the Naval General Board, will be promoted to the rank of admiral.

Admiral Charles F. Hughes, commander in chief, United States fleet, will be promoted to the rank of admiral.

Admiral Henry A. Wiley, member of the general board, will be commander in chief of the United States fleet, and will have the rank of admiral.

Vice Admiral Louis R. de Steiguer, commander of the battleship divisions, bat-

teries, will become admiral, with the rank of admiral.

Admiral Richard H. Jackson, who is assigned to the general board, will be promoted to the rank of admiral.

Admiral William V. Pratt, president of the Naval General Board, will be promoted to the rank of admiral.

Admiral Frank A. Clark, in charge of the navy yard division, Navy Department, will command the destroyers.

Admiral N. E. Irwin, ordered to Berlin as head of the United States naval mission.

Rear Admiral Henry A. Wiley, member of the general board, will be commander in chief of the United States fleet, and will have the rank of admiral.

Vice Admiral Louis R. de Steiguer, com-

mander of the battleship divisions, bat-

teries, will be promoted to the rank of admiral.

Vice Admiral Frank A. Clark, in charge of the navy yard division, Navy Department, will command the destroyers.

Admiral N. E. Irwin, ordered to Berlin as head of the United States naval mission.

Rear Admiral Henry A. Wiley, member of the general board, will be commander in chief of the United States fleet, and will have the rank of admiral.

Vice Admiral Louis R. de Steiguer, com-

mander of the battleship divisions, bat-

teries, will be promoted to the rank of admiral.

Vice Admiral Frank A. Clark, in charge of the navy yard division, Navy Department, will command the destroyers.

Admiral N. E. Irwin, ordered to Berlin as head of the United States naval mission.

Rear Admiral Henry A. Wiley, member of the general board, will be commander in chief of the United States fleet, and will have the rank of admiral.

Vice Admiral Louis R. de Steiguer, com-

mander of the battleship divisions, bat-

teries, will be promoted to the rank of admiral.

Vice Admiral Frank A. Clark, in charge of the navy yard division, Navy Department, will command the destroyers.

Admiral N. E. Irwin, ordered to Berlin as head of the United States naval mission.

Rear Admiral Henry A. Wiley, member of the general board, will be commander in chief of the United States fleet, and will have the rank of admiral.

Vice Admiral Louis R. de Steiguer, com-

mander of the battleship divisions, bat-

teries, will be promoted to the rank of admiral.

Vice Admiral Frank A. Clark, in charge of the navy yard division, Navy Department, will command the destroyers.

Admiral N. E. Irwin, ordered to Berlin as head of the United States naval mission.

Rear Admiral Henry A. Wiley, member of the general board, will be commander in chief of the United States fleet, and will have the rank of admiral.

Vice Admiral Louis R. de Steiguer, com-

mander of the battleship divisions, bat-

teries, will be promoted to the rank of admiral.

Vice Admiral Frank A. Clark, in charge of the navy yard division, Navy Department, will command the destroyers.

Admiral N. E. Irwin, ordered to Berlin as head of the United States naval mission.

Rear Admiral Henry A. Wiley, member of the general board, will be commander in chief of the United States fleet, and will have the rank of admiral.

Vice Admiral Louis R. de Steiguer, com-

mander of the battleship divisions, bat-

teries, will be promoted to the rank of admiral.

Vice Admiral Frank A. Clark, in charge of the navy yard division, Navy Department, will command the destroyers.

LINDBERGH TO LAND IN ARMY AMPHIBIAN ON NEW YORK BAY

Aviator Approves Reception Program for His Visit to Metropolis.

SCHOOLS AND COURTS TO BE CLOSED FOR DAY

Raymond Orteig, Donor of the Ocean Flight Prize, Hails Flier's Abilities.

New York, June 10 (By A. P.)—Col. Charles A. Lindbergh will land on the waters of New York Harbor in an Army amphibian plane at 10 o'clock Monday morning to participate in the five-day program arranged to greet him at his greatest reception. No work ever has accorded an individual, Harry S. Bruno, of the firm of H. A. Bruno; R. E. Blythe and associates announced tonight.

The arrangement, formal upon receipt of a telegram from R. E. Blythe aboard the cruiser Memphis stating that Col. Lindbergh has agreed to fly in the amphibian plane from Washington and had approved the full program that had been arranged for his reception.

Tuesday afternoon Col. Lindbergh will be the guest of the Wright Aeronautical Co. at Paterson, N. J., hundred of the members of the Springfield, Mass., and Boston Spitfire clubs.

Col. Lindbergh's five-day stay in New York was assured by his approval of the Aeronautical Chamber of Commerce dinner which has been set for Thursday night.

Old-timers admit that the Lindbergh reception will smash all records. Mayor Walker, by formal proclamation, has made it a day "public celebration," schools will be closed and 1,000,000 children, friends and books for the day, will make the heralding ring with songs in honor of Lindbergh.

No business will be transacted on the New York stock exchange, the curbs, the sugar and coffee exchanges while the stock exchange will content itself with a gesture, remaining open until noon.

Nine parts of the general sessions court will adjourn and two grand juries will sit the day off.

The supply of vanity points for the parade has fallen far short of the demand. All along the line of march all available space has been seized.

Numbers of activity of ticket speculators have been held. Grandstand seats were said to be retailing at \$20.

The millions of New York will be swelled by visitors from far and near. Special trains will be operated by railroads to bring the people to the starting point of the New York to Paris overnight flight, and many will remain open until noon.

The flying colonel will not need the letters of introduction he carried to Paris, for he is known to him and will tell him so Monday.

Negotiations for the flier to end his trip to New York on the parade ground at Governors Island were begun by Grover Whalen, chairman of the city's war relief committee, today. No police would be needed to protect Lindbergh's plane, because Governors Island is accessible only by Government ferry and is a Government reservation.

Many who have taken up their abode in preparation for the great event at City Hall and other downtown buildings have been decorated. The Curtiss hawk plane in which Lieut. Maughan made his dawn-to-dusk flight from New York to San Francisco was placed on the marquee over the Broadway entrance to the Hotel Astor.

The grandstands at City Hall and at Central Park are nearing completion. Fifteen thousand persons have applied for the 15,000 tickets available at City Hall. Mayor Walker said.

Thirteen-year-old Ethel Winter today was selected from the million school children in New York as the most typical American schoolgirl in the city. She will represent the pupil body when a wreath is laid to Mrs. Lindbergh, mother of the transatlantic flier, at exercises in Central Park next Tuesday.

The services of 10,000 Boy Scouts, picked from New York's 30,000, to assist in policing the line of march, Col. Charles A. Lindbergh arrives here, were offered to the police department today by the Boy Scout Foundation.

It was claimed this would be the greatest service ever given, ever assembled for a single function.

Raymond Orteig, donor of the \$25,000 prize won by Col. Charles A. Lindbergh by his flight to Paris, arriving on the May 23rd, said nothing in his life had given him more happiness as the exploit of "the remarkable boy." By inspiring the flight, Mr. Orteig said he was satisfied that he had achieved a life-long ambition "to do one really big thing."

"No other winner," he said, "would have pleased me more than Lindbergh. He has the tongue of a diplomat, he would have met every situation, as able without advice from anyone. He is a real hero in my type. What amazed me is that he possesses all the qualities of perfection."

Mr. Orteig hurried back to New York to present the \$25,000 check to Col. Lindbergh at a luncheon at the Hotel Brevoort next week. Mr. Orteig is the owner of the hotel.

To Use Famous Plane.

(By the Associated Press.)

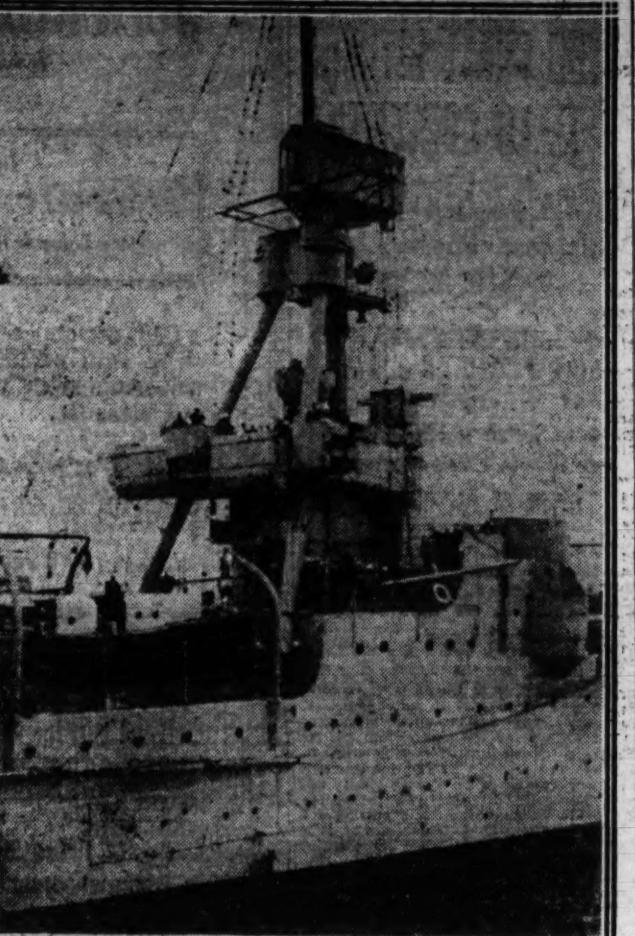
The Army amphibian plane San Francisco, Pan-American goodwill flight fame is held in readiness at Bolling Field, Washington, Monday.

The plane was brought here several days ago from Mitchel Field where it had been reconditioned and fitted with new wings. It was flown here by Capt. Ira. M. Lewis, who with Lieut. M. S. Fairchild piloted it on its first flight through Latin-American countries.

It is considered probable that if the San Francisco is used by Lindbergh, Capt. Baker will be accorded the honor of making the plane to New York, or of accompanying the transatlantic flight in case he desires to be at the controls.

Army air officials, however, were without official information tonight as to Lindbergh's plans for his trip to New York.

ON BOARD THE LINDBERGH SHIP



AMERICANS ATTEND DINNER FOR FLIERS AT CLUB IN BERLIN

U. S. Citizens in Germany and From Other European Lands at Affair.

CITY EXTENDS HONORS AT RATHAUS LUNCH

Chamberlin and Levine Visit Three Airplane Factories to Inspect Types.

Berlin, June 10 (By A. P.)—Clarence D. Chamberlin and Charles A. Levine, American transatlantic fliers, tonight were the guests of honor at a real American party, after a well-filled day of honors and ceremonies.

The night's dinner dance, given by the American Club at the Hotel Adlon, proved a magnet for all the Americans in Germany and Central Europe who could reach Berlin in time and the affair had all the flavor of a "Home Town" gathering.

Foreign Minister Stresemann himself, as a special mark of interest in the American celebration, insisted on attending right up to the time for the departure of the fliers for Germany, who will attend Monday's convocation of the council of the League of Nations.

Long before the hour fixed for the appearance of the American fliers and Ambassador Jacob G. Schurman, the hotel lobbies were thronged with American guests, who had come to see the fliers' tables despite the frown of the lord mayor and who triumphantly bore away the pilot's signatures.

When the fliers came, the waiters slipped menu cards into their hands with requests that they sign them.

Plans Are Changed.

The plans of Chamberlin and Levine underwent several modifications today.

First, they will not fly to Bremen to meet their wives, as they had considered doing; instead the wives will join their husbands at Prague, the capital of Czechoslovakia.

Mrs. Chamberlin and Mrs. Levine will depart from the liner Berlin at Bremen June 17, where they will be the guests of the Lufthansa Air Lines.

Their wives, however, will travel with the fliers to Prague, and the wives will join the fliers at Prague.

They will fly to Berlin leaving Prague at 4 p.m. and arriving in the evening to join their families.

A cablegram from the steamer Berlin received at the American Embassy reports that both women are well and happy and that they are receiving great attention. The captain turned his cabin over to Mrs. Chamberlin, while Mrs. Levine has cabin No. 1, adjoining.

Chamberlin and Levine will be in Vienna from June 12 to 18, going to Prague on the 18th. They then expect to go to Budapest, Hungary, where the date is yet to be fixed. They would also like to include Budapest, Hungary, in their itinerary, but are not sure whether they will do so.

Head of Her Time.

"That may well be," Chamberlin said rather dryly, "but you see the Columbia is just a little ahead of its time."

After his visit to the plants Chamberlin told newspaper men that he thought that, despite the handicap of Germany's isolation, she must travel to the size of planes she is allowed to manufacture, she was making such progress with the smaller models that she might turn "to the almost disadvantage of the people who forced her to do it."

"It's like Bellanca's case," he said, referring to the designer of the transatlantic monoplane, Columbus, who had the first commercial airplane to fly across the Atlantic.

He said that, despite the handicap of Germany's isolation, she must travel to the size of planes she is allowed to manufacture, she was making such progress with the smaller models that she might turn "to the almost disadvantage of the people who forced her to do it."

"It's the construction of the future," Chamberlin said, "but at present we are still in the past. We are still in the stage of the amateur, the hobbyist, who makes his airplane in his basement, and there seems to be no good reason why the Columbia cannot get in by itself."

As the fliers leave the Columbia, they are seen to be in the lead, with the white course to the left.

It is not their wont to be so solemn, or rather so dignified. Usually they are skirting hither and thither as if on vacation, but most of very serious intent. They have a wide sweep around the left of this little group of man-made fighting ships and approach them from the rear stealthily.

We drop to within a few hundred feet of the Columbia and the fliers are seen to be in the lead, with the white course to the left.

They are a typical reception committee. They float over the Memphis just as we did, bow and then scatter off into the sky.

They seem hardly more than blots on this blue expanse, but they are good to look at. It means that much computation has been done.

But here come recruits for the reception committee. The Columbia is to the east and there is a flock of them. The army, it is, turning out the guard from Langley Field. It must be seeking to outdo the Navy. Let us see. There are at least 12 V's of them, and they are all in formation.

They have no business out here.

Now right in the midst of these ceremonial outlanders trying to get in another, another group comes into view behind a rusty sashawon, but the white course is kicking up in the sea gives reason to believe that it is trying to take on speed and butt in.

But here come recruits for the reception committee. The Columbia is to the east and there is a flock of them. The army, it is, turning out the guard from Langley Field. It must be seeking to outdo the Navy. Let us see. There are at least 12 V's of them, and they are all in formation.

They have no business out here.

Now right in the midst of these ceremonial outlanders trying to get in another, another group comes into view behind a rusty sashawon, but the white course is kicking up in the sea gives reason to believe that it is trying to take on speed and butt in.

But here come recruits for the reception committee. The Columbia is to the east and there is a flock of them. The army, it is, turning out the guard from Langley Field. It must be seeking to outdo the Navy. Let us see. There are at least 12 V's of them, and they are all in formation.

They have no business out here.

Now right in the midst of these ceremonial outlanders trying to get in another, another group comes into view behind a rusty sashawon, but the white course is kicking up in the sea gives reason to believe that it is trying to take on speed and butt in.

But here come recruits for the reception committee. The Columbia is to the east and there is a flock of them. The army, it is, turning out the guard from Langley Field. It must be seeking to outdo the Navy. Let us see. There are at least 12 V's of them, and they are all in formation.

They have no business out here.

Now right in the midst of these ceremonial outlanders trying to get in another, another group comes into view behind a rusty sashawon, but the white course is kicking up in the sea gives reason to believe that it is trying to take on speed and butt in.

But here come recruits for the reception committee. The Columbia is to the east and there is a flock of them. The army, it is, turning out the guard from Langley Field. It must be seeking to outdo the Navy. Let us see. There are at least 12 V's of them, and they are all in formation.

They have no business out here.

Now right in the midst of these ceremonial outlanders trying to get in another, another group comes into view behind a rusty sashawon, but the white course is kicking up in the sea gives reason to believe that it is trying to take on speed and butt in.

But here come recruits for the reception committee. The Columbia is to the east and there is a flock of them. The army, it is, turning out the guard from Langley Field. It must be seeking to outdo the Navy. Let us see. There are at least 12 V's of them, and they are all in formation.

They have no business out here.

Now right in the midst of these ceremonial outlanders trying to get in another, another group comes into view behind a rusty sashawon, but the white course is kicking up in the sea gives reason to believe that it is trying to take on speed and butt in.

But here come recruits for the reception committee. The Columbia is to the east and there is a flock of them. The army, it is, turning out the guard from Langley Field. It must be seeking to outdo the Navy. Let us see. There are at least 12 V's of them, and they are all in formation.

They have no business out here.

Now right in the midst of these ceremonial outlanders trying to get in another, another group comes into view behind a rusty sashawon, but the white course is kicking up in the sea gives reason to believe that it is trying to take on speed and butt in.

But here come recruits for the reception committee. The Columbia is to the east and there is a flock of them. The army, it is, turning out the guard from Langley Field. It must be seeking to outdo the Navy. Let us see. There are at least 12 V's of them, and they are all in formation.

They have no business out here.

Now right in the midst of these ceremonial outlanders trying to get in another, another group comes into view behind a rusty sashawon, but the white course is kicking up in the sea gives reason to believe that it is trying to take on speed and butt in.

But here come recruits for the reception committee. The Columbia is to the east and there is a flock of them. The army, it is, turning out the guard from Langley Field. It must be seeking to outdo the Navy. Let us see. There are at least 12 V's of them, and they are all in formation.

They have no business out here.

Now right in the midst of these ceremonial outlanders trying to get in another, another group comes into view behind a rusty sashawon, but the white course is kicking up in the sea gives reason to believe that it is trying to take on speed and butt in.

But here come recruits for the reception committee. The Columbia is to the east and there is a flock of them. The army, it is, turning out the guard from Langley Field. It must be seeking to outdo the Navy. Let us see. There are at least 12 V's of them, and they are all in formation.

They have no business out here.

Now right in the midst of these ceremonial outlanders trying to get in another, another group comes into view behind a rusty sashawon, but the white course is kicking up in the sea gives reason to believe that it is trying to take on speed and butt in.

But here come recruits for the reception committee. The Columbia is to the east and there is a flock of them. The army, it is, turning out the guard from Langley Field. It must be seeking to outdo the Navy. Let us see. There are at least 12 V's of them, and they are all in formation.

They have no business out here.

Now right in the midst of these ceremonial outlanders trying to get in another, another group comes into view behind a rusty sashawon, but the white course is kicking up in the sea gives reason to believe that it is trying to take on speed and butt in.

But here come recruits for the reception committee. The Columbia is to the east and there is a flock of them. The army, it is, turning out the guard from Langley Field. It must be seeking to outdo the Navy. Let us see. There are at least 12 V's of them, and they are all in formation.

They have no business out here.

Now right in the midst of these ceremonial outlanders trying to get in another, another group comes into view behind a rusty sashawon, but the white course is kicking up in the sea gives reason to believe that it is trying to take on speed and butt in.

But here come recruits for the reception committee. The Columbia is to the east and there is a flock of them. The army, it is, turning out the guard from Langley Field. It must be seeking to outdo the Navy. Let us see. There are at least 12 V's of them, and they are all in formation.

They have no business out here.

Now right in the midst of these ceremonial outlanders trying to get in another, another group comes into view behind a rusty sashawon, but the white course is kicking up in the sea gives reason to believe that it is trying to take on speed and butt in.

But here come recruits for the reception committee. The Columbia is to the east and there is a flock of them. The army, it is, turning out the guard from Langley Field. It must be seeking to outdo the Navy. Let us see. There are at least 12 V's of them, and they are all in formation.

They have no business out here.

Now right in the midst of these ceremonial outlanders trying to get in another, another group comes into view behind a rusty sashawon, but the white course is kicking up in the sea gives reason to believe that it is trying to take on speed and butt in.

But here come recruits for the reception committee. The Columbia is to the east and there is a flock of them. The army, it is, turning out the guard from Langley Field. It must be seeking to outdo the Navy. Let us see. There are at least 12 V's of them, and they are all in formation.

They have no business out here.

Now right in the midst of these ceremonial outlanders trying to get in

SOUTH AFRICA RADIO LISTENERS TO HEAR WELCOME TO FLIER

England, France and South America Also to Share News With Nation Today.

50 STATIONS SEEKING PLACES IN BIG HOOK-UP

Approach of Memphis Up the Potomac to Be Described From Airplane.

By ROBERT D. HEINL.

In addition to an audience which it is believed will aggregate between 35,000,000 to 40,000,000 persons through a New York-to-San Francisco network of more than 50 broadcasting stations, a description of the flight of Col. Charles A. Lindbergh here this morning will be broadcast by means of short waves to England, France, South America and even as far as South Africa. This will be done by Station KDKA at Pittsburgh and Station WGY at Albany.

These are the two most prominent transmitters in the world, and on previous occasions have been distinctly heard in Paris, Buenos Aires and Cape Town. The former broadcasts on a wavelength of 32.5 meters and the latter 64 meters.

Capt. Howard Angus, of New York, assistant to President Aylesworth, of the National Broadcasting Co., a former Washingtonian who is in personal charge of the network broadcasting, has asked the foreign countries to advise him by cable of how well the Lindbergh description was heard.

Some of the stations in today's hook-up farthest from Washington will be WWD, Denver; KSK, Salt Lake City; KIQ, Spokane; KOMO, Seattle; KPT, Portland, Ore.; KFO, San Francisco, and KFI, Los Angeles. On previous occasions some of these cities have been reached from here by the President's voice, but today will be the first time the East has transmitted a musical or descriptive program.

Tidings to His Friends.

Stations KMOX and KF will carry the tidings to Lindbergh's friends in those who know him as boy in Minnesota, and WWD and WJZ in Detroit, to the home of his mother.

Nor is the National Broadcasting Co. to have the field to itself in its first attempt at repeating such news as radio. At dusk each night a Ford trimotor plane will take off from Bellring Field, having aboard Dr. J. H. Dellinger, chief of the Radio Research Laboratory of the Bureau of Standards, and an announcer to the nation, who will repeat the news of the arrival of the Memphis up the Potomac River. Dr. Dellinger will have aboard the last word in a plane-to-ground radio telephone transmitter, a type which may subsequently be adopted in the new national airways.

The plane will be rebroadcast by Station WWV-2 at the Bureau of Standards on a frequency of 800 kilocycles or 800 meters.

This phase of the broadcasting will be discontinued when the Memphis comes in sight of Washington and will then be picked up by either Announcer Milton Cross in the Capitol dome or by the CAA on top of the Washington Monument, 500 feet in the air. Both will be equipped with Navy binoculars and there will be an eager and friendly contest as to whom will first honor of first spotting Lindbergh's warship.

Will Tell of Parade.

By means of special circuits and interconnected telephones all of the announcers will be in touch and hear what each other says.

Another new note will be injected into the broadcasting when those assembled at the Monument Grounds will be given opportunity to hear the description of the arrival of the Memphis and of the progress of the planes up the Avenue. They will, in fact, if present plans work out, hear exactly what happens all over the country will be hearing.

The Monument audience will be kept constantly informed of what is going on, which will be in contrast to past

FUNERAL DIRECTORS

Frank Geier's Sons Co.
1113 SEVENTH ST. NW. MAIN
Modern Chapel. Telephone 2473.

JAMES T. RYAN
217 Penna. Ave. S.E. Atlantic 1700

THOS. S. SERGEON
1001 17TH ST. NW. Telephone Main 1000.

J. WILLIAM LEES' SONS
Auto Service. Commodius Chapel and
Crematorium. Moderate Prices.
52 PA. AVE. N.W. Telephone Lincoln 1383.

CHAS. S. ZURHORST
301 EAST CAPITOL ST.
Phone Lincoln 576.

V. L. SPEARE CO.
Neither the successors nor connected with the original W. R. Speare establishment.
Formerly 907 1/2 st. nw.
1009 H St. N.W.

Gawler Service

MORTICIANS SINCE 1850
Member National Selected Morticians.
Main 5512 1732 Penna. Ave. N.W.

NORVAL K. TABLER
225 M St. N.W. Telephone Main 1544

ALMUS R. SPEARE

Succeeding the Original
W.R. SPEARE CO.
1623 Connecticut Ave., N.W.
POTOMAC 4600 (N.Y. 7-1100)

FUNERAL DESIGNS

Funeral Designs Of Every Description
Moderate Prices. Friend
1312 F St. N.W. Phone Main 3704
G.D.

GEO. C. SHAFFER 900 14th
EXPRESSIVE FLORAL EMBLEMS Phoen. M.
At moderate prices. No branch stores. 2416-106

BLACKISTONE'S

Floral "Blanket Sprays"
And Other Beautiful Floral Designs at Moderate
Prices. 14th and K; phone Main 3704

MONUMENTS

THE FINEST DISPLAY IN THE CITY.
ALL MONUMENTS REDUCED FOR 30 DAYS.
DO NOT BUY PURCHASED ON PHOTO-

GRAPHIC. **JAMES R. DURRITT**, Est. 1890.

900 Bladensburg road N.E.
S.S.W. 118

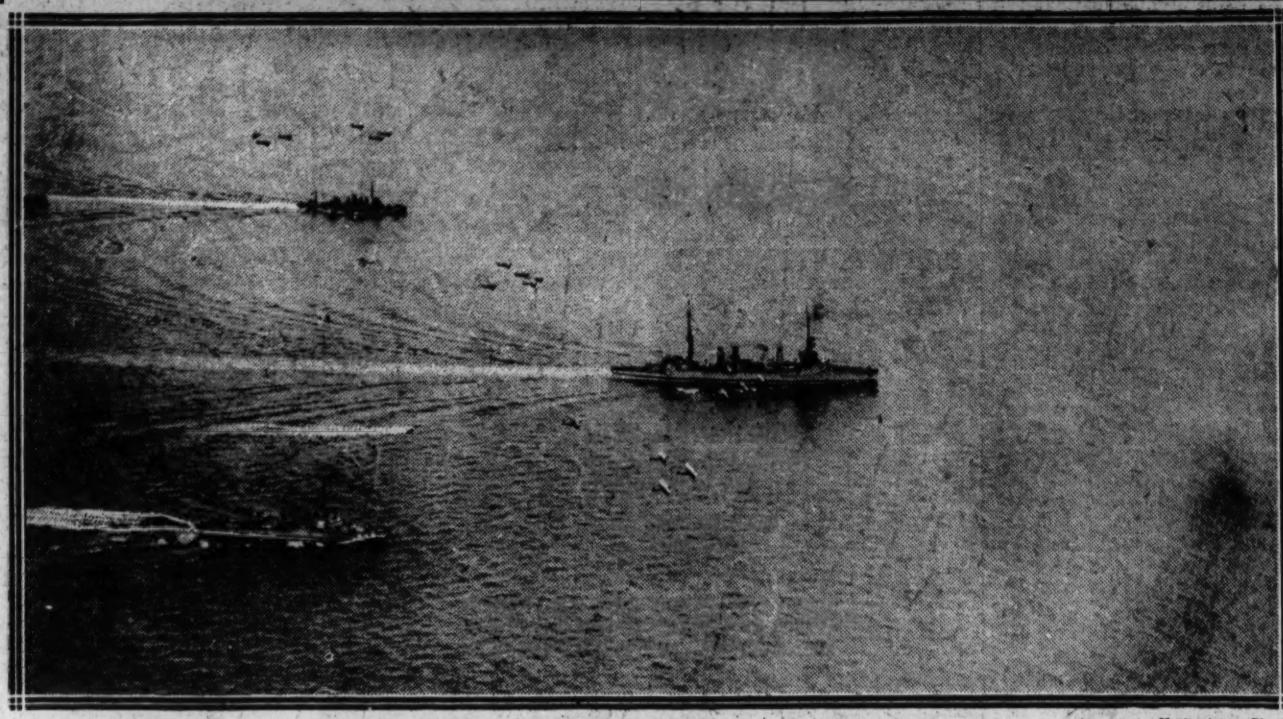
MOURNING APPAREL

Mourning Blacks Dyed
24-HOUR SERVICE

Carmack Dry Cleaning and
Dyeing Co.

Lincoln 1812

DESTROYERS AND PLANES GREET LINDBERGH AT CAPE



Convoied by destroyers, and with a fleet of airplanes circling over her, the U. S. S. Memphis is shown as she approached the Virginia Capes yesterday bringing Col. Charles Lindbergh back to worshipping America.

great events, where there have been interminable delays without the crowd knowing the cause. This will be accomplished by utilizing the public address system, the great loud-speakers at the Monument Grounds.

When the parade reaches the Monument the outside broadcasting connection will be disconnected and when President Coolidge speaks in connection with dedicating the famous flyer, the crowd will be told what will be brought into play to amplify the President's voice so that it may be heard by all present.

Brief Talks Expected.

Just how much Lindbergh will actually be heard is as yet problematical. It is known that he will reply to President Coolidge and that tonight at the Press Club he will respond to the presentation of the first of the series of Lindbergh air mail stamps by Postmaster General Harry S. New. Inasmuch as Lindbergh talked into a dead microphone because an unguarded telegraph wire went down unnoticed and on radio's greatest test today no chances are being taken for the repetition of such an embarrassing mistake.

To assist President Coolidge with last-minute details of today's great broadcasting, Messrs. McNamee, Carlin and Cross, three of the most famous announcers in America, accompanied by John B. Daniel, the popular manager of WRC, B. Balmer Edmund, manager of WRC, and G. W. Johnstone, of WEAF, New York, called at the White House yesterday.

Oddly enough, though the first three announcers were engaged on occasions to describe Mr. Coolidge to the people of the country in their introductory talks to his speeches, it was the first time they had ever met him face to face. Everett Sanders, secretary to the President, made the arrangements, and after the President had gone from one broadcaster to another, had made some remarks regarding radio as an effective means of reaching the people, the announcers departed to make final plans for the big task before them today.

"DO I DESERVE THIS?" COL. LINDBERGH ASKS

CONTINUED FROM PAGE 1.

"I do," he said. "I deserve this. When Lindbergh's name was written since inspired by wartime fervor he set the world to singing "Over There." Mr. Cohan will sing his newest song tonight from Station WEAF in New York City, marking one of the few times he has performed in public.

It will be cut into the Press Club program at the Washington Auditorium and an effort is being made to have it rebroadcast to the auditorium audience although as far as this detail has not been worked out.

Large Musical Program.

In fact the Press Club show seems to be growing by leaps and bounds. Originally, aside from speeches by Postmaster General New, Secretary Kellogg and a few others, there was only a few minutes of music, which had been contemplated. However, for the benefit of the visible and invisible audiences A. Atwater Kent, of Philadelphia, the nationally-known barytone, and the unknown harpist, and Mrs. Reinhard Wernermann, will sing songs written since inspired by wartime fervor he set the world to singing "Over There." Mr. Cohan will sing his newest song tonight from Station WEAF in New York City, marking one of the few times he has performed in public.

Oddly enough, though the first three announcers were engaged on occasions to describe Mr. Coolidge to the people of the country in their introductory talks to his speeches, it was the first time they had ever met him face to face. Everett Sanders, secretary to the President, made the arrangements, and after the President had gone from one broadcaster to another, had made some remarks regarding radio as an effective means of reaching the people, the announcers departed to make final plans for the big task before them today.

"DO I DESERVE THIS?" COL. LINDBERGH ASKS

CONTINUED FROM PAGE 1.

"I do," he said. "I deserve this. When Lindbergh's name was written since inspired by wartime fervor he set the world to singing "Over There." Mr. Cohan will sing his newest song tonight from Station WEAF in New York City, marking one of the few times he has performed in public.

It will be cut into the Press Club program at the Washington Auditorium and an effort is being made to have it rebroadcast to the auditorium audience although as far as this detail has not been worked out.

Large Musical Program.

In fact the Press Club show seems to be growing by leaps and bounds. Originally, aside from speeches by Postmaster General New, Secretary Kellogg and a few others, there was only a few minutes of music, which had been contemplated. However, for the benefit of the visible and invisible audiences A. Atwater Kent, of Philadelphia, the nationally-known barytone, and the unknown harpist, and Mrs. Reinhard Wernermann, will sing songs written since inspired by wartime fervor he set the world to singing "Over There." Mr. Cohan will sing his newest song tonight from Station WEAF in New York City, marking one of the few times he has performed in public.

Oddly enough, though the first three announcers were engaged on occasions to describe Mr. Coolidge to the people of the country in their introductory talks to his speeches, it was the first time they had ever met him face to face. Everett Sanders, secretary to the President, made the arrangements, and after the President had gone from one broadcaster to another, had made some remarks regarding radio as an effective means of reaching the people, the announcers departed to make final plans for the big task before them today.

Lindbergh Program

(CONTINUED FROM PAGE ONE.)

12:45. The military and naval procession, followed by Col. Lindbergh, the committee and guests in automobiles, will leave the Peace Monument for the Washington Monument Grounds.

2 p.m. Upon arrival at the Monument Grounds, Col. Lindbergh will be presented to President Coolidge, who will pin on his breast the Distinguished Flying Cross.

2:30 p.m. A daytime display of fireworks will be given on the Monument Grounds as President Coolidge and the flier leave by automobile for the temporary White House at 15 Dupont circle.

7 p.m. Col. Lindbergh will be the guest of honor at a cabinet dinner at the temporary White House.

8:45 p.m. Col. Lindbergh will go to the reception of the Minnesota State Society at the Willard Hotel.

8:45 p.m. (approximately). Fireworks display, Monument Grounds.

9:45 p.m. Leaving the Willard Hotel, Col. Lindbergh will go to the Washington Auditorium to attend the reception given by the National Press Club.

11:30 p.m. Col. Lindbergh will return to the temporary White House and retire for the night.

TOMORROW.

9 a.m. (approximately). Will visit Naval Air Station, Anacostia, to superintend assembling of the Spirit of St. Louis.

11 a.m. Will probably attend church with President and Mrs. Coolidge at the Metropolitan Theater, the service being conducted by the First Congregational Church.

1:15 p.m. Col. Lindbergh will go to Arlington National Cemetery, over the Highway Bridge, placing a wreath on the tomb of the Unknown Hero.

2 p.m. Will leave Arlington for Walter Reed Hospital, returning over the Key bridge.

4 p.m. Arriving at Walter Reed Hospital Col. Lindbergh will greet invalid veterans and veterans of former wars.

5:30 p.m. Col. Lindbergh will go from the hospital to the Capitol, where he will attend the vespers flag services.

(Some time during the day efforts will be made by Col. Lindbergh to visit the British, French and Belgian embassies, although no time has been set.)

7 p.m. Dinner at temporary White House.

8 p.m. Col. Lindbergh will attend the reception of the Missouri State Society at the Washington Hotel.

11 p.m. Return to temporary White House and retire.

MONDAY.

7 a.m. Fellow fliers will honor Col. Lindbergh at breakfast at the Mayflower Hotel.

8:30 a.m. Col. Lindbergh will go to Bolling Field, and, after circling over the city, will fly to New York in the Spirit of St. Louis.

During Lindbergh Reception

Avoid Traffic Jams and Parking Difficulties by Leaving Your Car With Us

2 Hours	25c
Each Additional Hour	5c
Maximum Charge, All Day	50c
24-Hour Storage	\$1

COL. ZEVELY, ATTORNEY FOR SINCLAIR, IS DEAD

Pernicious Anemia Is Fatal After Lingering Illness at East Hampton Home.

GRADUATE OF U. OF VA.

East Hampton, N. Y., June 10 (By A. P.)—Col. James W. Zevely, attorney for the Sinclair Consolidated Oil Corporation since 1917, died at his home here tonight of pernicious anemia, after a lingering illness.

Col. Zevely was born in Linn, Mo., October 1, 1888, and was educated at the public schools of St. Louis, at the Christian Brothers College, St. Louis, and at the University of Virginia. Upon graduation he was appointed State Auditor of Missouri.

He began his active career in Midwestern politics in 1888, when at the age of 26 he was elected secretary of the Missouri Democratic State committee. During the second administration of President Coolidge he was appointed an inspector for the Department of the Interior. While engaged in Indian land affairs, he studied law, practicing his profession in Muskogee, Okla., from 1909 to 1917. Col. Zevely's widow, who was Miss Janie C. Clay, and a daughter, Jane Clay Zevely, survived him.

Harry F. Sinclair's famous horse, Zev, who won the international race over Papryrus, the winner of the English Derby, at Belmont Park, in October, 1923, was named after Col. Zevely.

ERLEBACHER

We Close Today at 12:30.

What the Parisians Term "Chic"

Accessories That Add to a Costume Already Smart

The woman who takes a keen feminine interest in dressing herself up to the moment will be ever so thrilled with these newest accessories to the mode. Nude bosoms that has a yellowish cast, the gorgeous, gay-bud Batik Scarf, Patou's famous bag of polished calf—the very bag for the tailored costume—and those amusing little rhinestone caricature pins. All proclaim the subtle differences that so enhance a costume's chic.

Erlebacher
Jemimine Apparel of Individuality
TWELVETEN TWELVETWELVE F STREET

AMERICAN GAS
ORANGE COLOR

AMERICAN GAS—colored Orange so you'll know it when buying—is as distinctive in performance as it is in color.

Jelleff's
A FASHION INSTITUTION
Paris Washington New York

This Store Closes at
12:30 Today

—So that we may all go out
and pay tribute to

Colonel Lindbergh



Until 12:30

—Your coat, your frock, your hat,
bag or scarf—whatever you need to
make you look your best—is here!

WEAR "Plane" Grey—the new
shade in Gold Stripe Silk
Stockings, silk to the top. America's
premier silk stocking, \$1.50 a pair.
Only at Jelleff's!

FOUR-IN-HANDS
Crepe Biarritz, luxuri-
ous French silk-lined
Ties.
Four Dollars.
Goldheim's
AFFILIATE FOR GENTLEMEN
1409 H STREET

**HOTEL
ROOSEVELT**
Sixteenth St. at V and W
Announcing

We now have
a few
Housekeeping Suites
at
Reasonable Rentals

**WARDMAN
MANAGEMENT**
Phone North 9080

PALMER'S
Products
Always Touch
the Spot
Famous for over 84
years, these QUALITY
beverages add the flavor
to the success of any social
gathering. Serve them
with a touch of
ice. Our beverages
are BEST because
they're PURE!

Ginger Ale
Sarsaparilla,
Ly-nola,
Lemonade,
Cherry Soda,
Orange Soda,
Grape Soda,
Lime
Cream Soda
Strawberry Soda

Sam'l C. Palmer &
Son
INCORPORATED
Washington, D. C.
1000 Wisconsin Avenue
Telephone West 150



TILDEN HALL

An Apartment Hotel of Refinement
215 Outside Rooms

3945 Connecticut Avenue

Corners of Tilden Street, Entrance to Rock Creek Park
New, Modern, Fireproof, Attractive Foyer, Pleasant Appointments,
All Outside Rooms, Two Elevators, Three Exits, Charming
Environs, Sweeping Lawns, Beautiful Trees and
Shrubbery. An Acre of Ground, Plenty of Fresh Air,
Excellent Bus and Trolley Service to Heart
of City

A Few Apartments Still Available

UNFURNISHED	1 room, kitchen and bath.....	\$40 monthly
FURNISHED	2 rooms, kitchen & bath, \$700 monthly	255 monthly
	1 room, kitchen and bath, \$75 monthly	255 monthly
	2 rooms, kitchen and bath, \$95 monthly	255 monthly
(Full Hotel Service Available at Moderate Cost)		

Table d'Hôte
Breakfast (week days, 7 to 9 a.m.)..... 25¢ and 50¢
Dinner (Sunday, 7 to 9 p.m.)..... 75¢ and \$1.00
Dinner (Sunday, 3 to 6 p.m.)..... \$1.00 and \$1.25
Monthly rent, breakfast and dinner, daily and Sundays..... \$37.50

Operated by Maddux, Marshall, Moss
& Mallory, Inc.

CAPITAL SOCIETY EVENTS

THE President and Mrs. Coolidge have as their guest Mr. Dwight Morrow, who arrived from New York yesterday. The former American Ambassador to Great Britain, Col. George Harvey, who passed a few days at the White House, departed yesterday.

The American Ambassador to Great Britain, Mr. Alanson B. Houghton, who has been the guest of Mr. and Mrs. John W. Dwight for the last week, departed last night.

The Ambassador of Japan and Mrs. Matsudaira and their two elder daughters will return today from Boston.

Senor Carmen de Padilla, wife of the Ambassador of Spain, who has been in Philadelphia, is expected to return today or tomorrow.

The Ambassador of Cuba, Senor Don Orestes Ferrara, accompanied by his son, Prince Francisco Rosipolos, will depart from New York Saturday. Senor de Ferrara, who has been visiting in Boston, will join the Ambassador there. They expect to return about Wednesday.

The Minister of Persia, Mirza Davoud Khan Metah, is expected to return from New York.

The Canadian Minister and Mrs. Vincent Massey were the ranking guests at a dinner last evening in the Jefferson Room of The Mayflower by Mr. Case R. Howard for the Canadian Bank of Commerce. Other guests were the Secretary of the Canadian Legation, Mr. Laurent Beaupre and Mr. Hume Wrong; the Commercial Secretary and Mrs. Merchant Mahoney, and the Third Secretary, Mr. L. E. C. MacLean.

Miss Elizabeth Stover of Chatham, Ontario, who has just returned from Europe and is now visiting him. Miss Evelyn Gray, Miss Madeline Burleigh and Miss Alma Miller also were present.

The Minister of Persia, Mirza Davoud Khan Metah, is expected to return from New York.

The Canadian Minister and Mrs. Vincent Massey were the ranking guests at a dinner last evening in the Jefferson Room of The Mayflower by Mr. Case R. Howard for the Canadian Bank of Commerce. Other guests were the Secretary of the Canadian Legation, Mr. Laurent Beaupre and Mr. Hume Wrong; the Commercial Secretary and Mrs. Merchant Mahoney, and the Third Secretary, Mr. L. E. C. MacLean.

Miss Elizabeth Stover of Chatham, Ontario, who has just returned from Europe and is now visiting him. Miss Evelyn Gray, Miss Madeline Burleigh and Miss Alma Miller also were present.

The Minister of Persia, Mirza Davoud Khan Metah, is expected to return from New York.

The Canadian Minister and Mrs. Vincent Massey were the ranking guests at a dinner last evening in the Jefferson Room of The Mayflower by Mr. Case R. Howard for the Canadian Bank of Commerce. Other guests were the Secretary of the Canadian Legation, Mr. Laurent Beaupre and Mr. Hume Wrong; the Commercial Secretary and Mrs. Merchant Mahoney, and the Third Secretary, Mr. L. E. C. MacLean.

Miss Elizabeth Stover of Chatham, Ontario, who has just returned from Europe and is now visiting him. Miss Evelyn Gray, Miss Madeline Burleigh and Miss Alma Miller also were present.

The Minister of Persia, Mirza Davoud Khan Metah, is expected to return from New York.

The Canadian Minister and Mrs. Vincent Massey were the ranking guests at a dinner last evening in the Jefferson Room of The Mayflower by Mr. Case R. Howard for the Canadian Bank of Commerce. Other guests were the Secretary of the Canadian Legation, Mr. Laurent Beaupre and Mr. Hume Wrong; the Commercial Secretary and Mrs. Merchant Mahoney, and the Third Secretary, Mr. L. E. C. MacLean.

Miss Elizabeth Stover of Chatham, Ontario, who has just returned from Europe and is now visiting him. Miss Evelyn Gray, Miss Madeline Burleigh and Miss Alma Miller also were present.

The Minister of Persia, Mirza Davoud Khan Metah, is expected to return from New York.

The Canadian Minister and Mrs. Vincent Massey were the ranking guests at a dinner last evening in the Jefferson Room of The Mayflower by Mr. Case R. Howard for the Canadian Bank of Commerce. Other guests were the Secretary of the Canadian Legation, Mr. Laurent Beaupre and Mr. Hume Wrong; the Commercial Secretary and Mrs. Merchant Mahoney, and the Third Secretary, Mr. L. E. C. MacLean.

Miss Elizabeth Stover of Chatham, Ontario, who has just returned from Europe and is now visiting him. Miss Evelyn Gray, Miss Madeline Burleigh and Miss Alma Miller also were present.

The Minister of Persia, Mirza Davoud Khan Metah, is expected to return from New York.

The Canadian Minister and Mrs. Vincent Massey were the ranking guests at a dinner last evening in the Jefferson Room of The Mayflower by Mr. Case R. Howard for the Canadian Bank of Commerce. Other guests were the Secretary of the Canadian Legation, Mr. Laurent Beaupre and Mr. Hume Wrong; the Commercial Secretary and Mrs. Merchant Mahoney, and the Third Secretary, Mr. L. E. C. MacLean.

Miss Elizabeth Stover of Chatham, Ontario, who has just returned from Europe and is now visiting him. Miss Evelyn Gray, Miss Madeline Burleigh and Miss Alma Miller also were present.

The Minister of Persia, Mirza Davoud Khan Metah, is expected to return from New York.

The Canadian Minister and Mrs. Vincent Massey were the ranking guests at a dinner last evening in the Jefferson Room of The Mayflower by Mr. Case R. Howard for the Canadian Bank of Commerce. Other guests were the Secretary of the Canadian Legation, Mr. Laurent Beaupre and Mr. Hume Wrong; the Commercial Secretary and Mrs. Merchant Mahoney, and the Third Secretary, Mr. L. E. C. MacLean.

Miss Elizabeth Stover of Chatham, Ontario, who has just returned from Europe and is now visiting him. Miss Evelyn Gray, Miss Madeline Burleigh and Miss Alma Miller also were present.

The Minister of Persia, Mirza Davoud Khan Metah, is expected to return from New York.

The Canadian Minister and Mrs. Vincent Massey were the ranking guests at a dinner last evening in the Jefferson Room of The Mayflower by Mr. Case R. Howard for the Canadian Bank of Commerce. Other guests were the Secretary of the Canadian Legation, Mr. Laurent Beaupre and Mr. Hume Wrong; the Commercial Secretary and Mrs. Merchant Mahoney, and the Third Secretary, Mr. L. E. C. MacLean.

Miss Elizabeth Stover of Chatham, Ontario, who has just returned from Europe and is now visiting him. Miss Evelyn Gray, Miss Madeline Burleigh and Miss Alma Miller also were present.

The Minister of Persia, Mirza Davoud Khan Metah, is expected to return from New York.

The Canadian Minister and Mrs. Vincent Massey were the ranking guests at a dinner last evening in the Jefferson Room of The Mayflower by Mr. Case R. Howard for the Canadian Bank of Commerce. Other guests were the Secretary of the Canadian Legation, Mr. Laurent Beaupre and Mr. Hume Wrong; the Commercial Secretary and Mrs. Merchant Mahoney, and the Third Secretary, Mr. L. E. C. MacLean.

Miss Elizabeth Stover of Chatham, Ontario, who has just returned from Europe and is now visiting him. Miss Evelyn Gray, Miss Madeline Burleigh and Miss Alma Miller also were present.

The Minister of Persia, Mirza Davoud Khan Metah, is expected to return from New York.

The Canadian Minister and Mrs. Vincent Massey were the ranking guests at a dinner last evening in the Jefferson Room of The Mayflower by Mr. Case R. Howard for the Canadian Bank of Commerce. Other guests were the Secretary of the Canadian Legation, Mr. Laurent Beaupre and Mr. Hume Wrong; the Commercial Secretary and Mrs. Merchant Mahoney, and the Third Secretary, Mr. L. E. C. MacLean.

Miss Elizabeth Stover of Chatham, Ontario, who has just returned from Europe and is now visiting him. Miss Evelyn Gray, Miss Madeline Burleigh and Miss Alma Miller also were present.

The Minister of Persia, Mirza Davoud Khan Metah, is expected to return from New York.

The Canadian Minister and Mrs. Vincent Massey were the ranking guests at a dinner last evening in the Jefferson Room of The Mayflower by Mr. Case R. Howard for the Canadian Bank of Commerce. Other guests were the Secretary of the Canadian Legation, Mr. Laurent Beaupre and Mr. Hume Wrong; the Commercial Secretary and Mrs. Merchant Mahoney, and the Third Secretary, Mr. L. E. C. MacLean.

Miss Elizabeth Stover of Chatham, Ontario, who has just returned from Europe and is now visiting him. Miss Evelyn Gray, Miss Madeline Burleigh and Miss Alma Miller also were present.

The Minister of Persia, Mirza Davoud Khan Metah, is expected to return from New York.

The Canadian Minister and Mrs. Vincent Massey were the ranking guests at a dinner last evening in the Jefferson Room of The Mayflower by Mr. Case R. Howard for the Canadian Bank of Commerce. Other guests were the Secretary of the Canadian Legation, Mr. Laurent Beaupre and Mr. Hume Wrong; the Commercial Secretary and Mrs. Merchant Mahoney, and the Third Secretary, Mr. L. E. C. MacLean.

Miss Elizabeth Stover of Chatham, Ontario, who has just returned from Europe and is now visiting him. Miss Evelyn Gray, Miss Madeline Burleigh and Miss Alma Miller also were present.

The Minister of Persia, Mirza Davoud Khan Metah, is expected to return from New York.

The Canadian Minister and Mrs. Vincent Massey were the ranking guests at a dinner last evening in the Jefferson Room of The Mayflower by Mr. Case R. Howard for the Canadian Bank of Commerce. Other guests were the Secretary of the Canadian Legation, Mr. Laurent Beaupre and Mr. Hume Wrong; the Commercial Secretary and Mrs. Merchant Mahoney, and the Third Secretary, Mr. L. E. C. MacLean.

Miss Elizabeth Stover of Chatham, Ontario, who has just returned from Europe and is now visiting him. Miss Evelyn Gray, Miss Madeline Burleigh and Miss Alma Miller also were present.

The Minister of Persia, Mirza Davoud Khan Metah, is expected to return from New York.

The Canadian Minister and Mrs. Vincent Massey were the ranking guests at a dinner last evening in the Jefferson Room of The Mayflower by Mr. Case R. Howard for the Canadian Bank of Commerce. Other guests were the Secretary of the Canadian Legation, Mr. Laurent Beaupre and Mr. Hume Wrong; the Commercial Secretary and Mrs. Merchant Mahoney, and the Third Secretary, Mr. L. E. C. MacLean.

Miss Elizabeth Stover of Chatham, Ontario, who has just returned from Europe and is now visiting him. Miss Evelyn Gray, Miss Madeline Burleigh and Miss Alma Miller also were present.

The Minister of Persia, Mirza Davoud Khan Metah, is expected to return from New York.

The Canadian Minister and Mrs. Vincent Massey were the ranking guests at a dinner last evening in the Jefferson Room of The Mayflower by Mr. Case R. Howard for the Canadian Bank of Commerce. Other guests were the Secretary of the Canadian Legation, Mr. Laurent Beaupre and Mr. Hume Wrong; the Commercial Secretary and Mrs. Merchant Mahoney, and the Third Secretary, Mr. L. E. C. MacLean.

Miss Elizabeth Stover of Chatham, Ontario, who has just returned from Europe and is now visiting him. Miss Evelyn Gray, Miss Madeline Burleigh and Miss Alma Miller also were present.

The Minister of Persia, Mirza Davoud Khan Metah, is expected to return from New York.

The Canadian Minister and Mrs. Vincent Massey were the ranking guests at a dinner last evening in the Jefferson Room of The Mayflower by Mr. Case R. Howard for the Canadian Bank of Commerce. Other guests were the Secretary of the Canadian Legation, Mr. Laurent Beaupre and Mr. Hume Wrong; the Commercial Secretary and Mrs. Merchant Mahoney, and the Third Secretary, Mr. L. E. C. MacLean.

Miss Elizabeth Stover of Chatham, Ontario, who has just returned from Europe and is now visiting him. Miss Evelyn Gray, Miss Madeline Burleigh and Miss Alma Miller also were present.

The Minister of Persia, Mirza Davoud Khan Metah, is expected to return from New York.

The Canadian Minister and Mrs. Vincent Massey were the ranking guests at a dinner last evening in the Jefferson Room of The Mayflower by Mr. Case R. Howard for the Canadian Bank of Commerce. Other guests were the Secretary of the Canadian Legation, Mr. Laurent Beaupre and Mr. Hume Wrong; the Commercial Secretary and Mrs. Merchant Mahoney, and the Third Secretary, Mr. L. E. C. MacLean.

Miss Elizabeth Stover of Chatham, Ontario, who has just returned from Europe and is now visiting him. Miss Evelyn Gray, Miss Madeline Burleigh and Miss Alma Miller also were present.

The Minister of Persia, Mirza Davoud Khan Metah, is expected to return from New York.

The Canadian Minister and Mrs. Vincent Massey were the ranking guests at a dinner last evening in the Jefferson Room of The Mayflower by Mr. Case R. Howard for the Canadian Bank of Commerce. Other guests were the Secretary of the Canadian Legation, Mr. Laurent Beaupre and Mr. Hume Wrong; the Commercial Secretary and Mrs. Merchant Mahoney, and the Third Secretary, Mr. L. E. C. MacLean.

Miss Elizabeth Stover of Chatham, Ontario, who has just returned from Europe and is now visiting him. Miss Evelyn Gray, Miss Madeline Burleigh and Miss Alma Miller also were present.

The Minister of Persia, Mirza Davoud Khan Metah, is expected to return from New York.

The Canadian Minister and Mrs. Vincent Massey were the ranking guests at a dinner last evening in the Jefferson Room of The Mayflower by Mr. Case R. Howard for the Canadian Bank of Commerce. Other guests were the Secretary of the Canadian Legation, Mr. Laurent Beaupre and Mr. Hume Wrong; the Commercial Secretary and Mrs. Merchant Mahoney, and the Third Secretary, Mr. L. E. C. MacLean.

Miss Elizabeth Stover of Chatham, Ontario, who has just returned from Europe and is now visiting him. Miss Evelyn Gray, Miss Madeline Burleigh and Miss Alma Miller also were present.

The Minister of Persia, Mirza Davoud Khan Metah, is expected to return from New York.

The Canadian Minister and Mrs. Vincent Massey were the ranking guests at a dinner last evening in the Jefferson Room of The Mayflower by Mr. Case R. Howard for the Canadian Bank of Commerce. Other guests were the Secretary of the Canadian Legation, Mr. Laurent Beaupre and Mr. Hume Wrong; the Commercial Secretary and Mrs. Merchant Mahoney, and the Third Secretary, Mr. L. E. C. MacLean.

Miss Elizabeth Stover of Chatham, Ontario, who has just returned from Europe and is now visiting him. Miss Evelyn Gray, Miss Madeline Burleigh and Miss Alma Miller also were present.

The Minister of Persia, Mirza Davoud Khan Metah, is expected to return from New York.

The Canadian Minister and Mrs. Vincent Massey were the ranking guests at a dinner last evening in the Jefferson Room of The Mayflower by Mr. Case R. Howard for the Canadian Bank of Commerce. Other guests were the Secretary of the Canadian Legation, Mr. Laurent Beaupre and Mr. Hume Wrong; the Commercial Secretary and Mrs. Merchant Mahoney, and the Third Secretary, Mr. L. E. C. MacLean.

Miss Elizabeth Stover of Chatham, Ontario, who has just returned from Europe and is now visiting him. Miss Evelyn Gray, Miss Madeline Burleigh and Miss Alma Miller also were present.

The Minister of Persia, Mirza Davoud Khan Metah, is expected to return from New York.

The Canadian Minister and Mrs. Vincent Massey were the ranking guests at a dinner last evening in the Jefferson Room of The Mayflower by Mr. Case R. Howard for the Canadian Bank of Commerce. Other guests were the Secretary of the Canadian Legation, Mr. Laurent Beaupre and Mr. Hume Wrong; the Commercial Secretary and Mrs. Merchant Mahoney, and the Third Secretary, Mr. L. E. C. MacLean.

Miss Elizabeth Stover of Chatham, Ontario, who has just returned from Europe and is now visiting him. Miss Evelyn Gray, Miss Madeline Burleigh and Miss Alma Miller also were present.

**MOUNT VERNON
AND
ALEXANDRIA, VA.**
Cars leave Terminal
12th & Pa. Ave. N.W.
Every hour on the hour
9 a.m. to 3 p.m. Mt. Ver-
non and open on Sunday.
Mt. Vernon Electric Railway
Phone Main 397

**FIRST
MORTGAGE
LOANS**
Prompt attention to all ap-
plications. Current interest
rates. Reasonable commis-
sion.
Thos. E. Jarrell Co.
Realtors
721 10th St. N.W. Main 766

THIRD U.S. FORCE OFF FROM MANILA FOR CHINESE DUTY

Natives to Fire on British
Planes, Warning of Gen.
Pei at Shanghai.

ANTIFOREIGN FEELING
AGAIN IS RIFE IN KANSU

50 Americans, British and
Scandinavians Escape on
Yellow River to Peking.

Manila, June 10 (By A.P.)—The
third American expeditionary force to
China, consisting of 1,150 marines, 50
trucks, 25 tanks and an aviation unit,
sailed for Shanghai today from Olong-
apo. It is due in Shanghai next Mon-
day. Col. H. C. Davis commands the
force.

Shanghai, June 10 (By A.P.)—Gen.
Pei Ching-Hsi, commander of the
Chinese Nationalist forces here, has is-
sued a warning that his troops may fire
on British airplanes which fly over
Chinese territory.

Gen. Pei Ching-Hsi has written a let-
ter to the local commissioner of foreign
affairs of the Nationalists, asking him to
protest to the British consul against
such flights over Chinese territory.

"If further flights occur," the letter
says, "I will order my men to fire, and
in the event of anything untoward tak-
ing place, we certainly can not be
blamed."

Removal of all barbed wire barricades
inside the international settlement of
Shanghai has been started in accord-
ance with a resolution passed at a
meeting of the Shanghai municipal
council. This will not affect the outer
barriers.

The internal barriers of the French
concession also are being gradually re-
moved.

Antiforeign Feeling Rife.

Peking, June 10 (By A.P.)—Fifty
American, British and Scandinavian
missionaries arrived in Peking today
after a difficult and tragic 28-day flight
from Tientsin. Kan-su province. They
may represent anti-Chinese and anti-
foreign feeling is rife. They were
ordered from Kan-su by the consulate.

The greater part of the journey, on
the Yellow River, from Lanchow, capital
at Kan-su, to Pao-tow, northern Shensi,
was made on gondola rafts. From
Pao-tow they traveled by railroad to
unbridled.

As military and police authorities
had worked out the final details of their
task of guarding the hero, they did it with
a grimness in strange contrast to
the gayety with which the laymen of
the city—when it went wild to cele-
brate the signing of the armistice which
brought to a close the World War. Then
the authorities let nature take its
course and the celebration was un-
bridled.

Although most of the traveling was
done at night to avoid bandits, the
party was frequently held up and
robbed.

Tientsin, China, June 10 (By A.P.)—
The second battalion of the British
expeditionary force here is now
strengthening the forces being gathered
for the protection of the foreign
population. Crowds of Chinese gathered
to watch the soldiers as they marched to
the quarters in the British concession.

Chang Seeks Settlement.

London, June 10 (By A.P.)—Marshal
Chang Tso-lin, Manchurian war lord,
is quoted by the Peking correspondent
of the Daily Express as saying in an in-
terview that there must be an agree-
ment between the north and the south
before he can make a peace in China.
He said: "We must have a good
understanding before we can do
anything else."

Chang expressed regret that foreign
powers were not more active in
aiding him, as he said, to overthrow
the power of the southern republicans
and assist the north militarily, diplomatically and politi-
cally by applying pressure on the Russ-
ians on the northern border.

Chang, who is reported to be
friendly to both the British and
French, received many assurances
from southern leaders, including
Chiang Kai Shek (Chiang is general
issimo of the Nanking or moderate
Nationalists.)

Must Get Rid of Russians.

"I believe Chiang Kai Shek is com-
pletely convinced. To prove his sim-
plicity he must get rid of those Rus-
sians."

"Even then there are difficulties, because one of Chang's terms of settle-
ment is that I disown Gen. Chang
Tzeng Chang (civil governor of Shan-
tung) and the northern border."

"I am prepared to embrace the prin-
ciples of Sun Yat Sen (the late Chinese
republican leader), but I am not
sure whether the Kuomintang (Na-
tionalist) flag is the banner of Sun Yat
Sen or a symbol of communism."

POINCARE WINS VOTE ON RED REPRESSION

Even Radical Deputies Face
Drastic Curb; Plan for
Match Test Lost.

Paris, June 10 (By A.P.)—Premier
Poincare won a vote of confidence in
the Chamber of Deputies, 376 to 142,
today on the government's program of
severe repression of radical activities
in France.

Minister of Justice Barthou, on be-
half of the government, pledged rigor-
ous punishment of all persons guilty
of red activities as deportees.

The premier, however, earlier in the
day, lost his parliamentary fight to give
France's match monopoly on a profit-
able business basis when the Chamber
voted 360 to 142 to defeat a proposal
to proceed long term con-
cession to the Sevenska Corporation of
Sweden. The vote was 260 to 244.

The defeat, although regarded as
politically significant, does not involve
the life of the government, as the under
minister refused to make the question one of confidence. He had
received notice on the chamber, how-
ever, that rejection of the proposal
would seriously impede his efforts to
win financial support for Poincare.
Poincare waged a hard battle attending every
minute of the long debate.

Ohio Electrocutes Two Slayers.
Columbus, Ohio, June 10 (By A.P.)—
John H. Morgan and George Vargo
were executed this morning after a
night in the Ohio penitentiary. Morgan
died at 9:07 p.m., and Vargo at
9:17. Neither faltered as he approached
the chair.

CAPITAL READY TO GREET TRANSATLANTIC FILER TODAY

CONTINUED FROM PAGE 1.
ing strong today, according to the
Weather Bureau, which forecasts cloudy
weather. It will be somewhat cooler,
however, than yesterday. Tomorrow,
according to the bureau, will be fair.

Contact with the Memphis and New
Orleans, which previously was estab-
lished early yesterday when the ship
was still scores of miles off the coast.

By the time she had arrived off the
historic capes of Virginia she was
escorted by a flotilla of sea craft and
by a huge squadron of airplanes. These
will have her in charge on her passage
through the Chesapeake Bay and up
the Potomac River to the navy yard.

At daybreak the Memphis will be
making her way up the narrow channel
of the Potomac, while squadrons of
smaller craft will dart under her bows,
and nearly 100 airplanes will zoom and
dash above her decks in honor to the
man who left America one Friday
morning, virtually unknown, and ar-
rived in Paris the following Sunday to
find himself the idol of the world.

Memphis Due at 11 o'clock.
Col. Lindbergh, aboard the cruiser,
will arrive off the navy yard promptly at
11 o'clock. Because of the signal honor
paid him by the United States Govern-
ment in placing at his disposal the flag-
ship of the American fleet in European
waters, it will probably take a quarter
of an hour to dock the Memphis.

Rarely has a ship of the size of the
Memphis attempted to negotiate the
narrow channel of the Potomac, and
seldom have officials at the navy yard
been called upon to dock such a large
craft here.

In order to insure the greatest fa-
cility in maneuvering the ship both up
the river and at the docks, rigid regu-
lations have been placed in force to
keep other craft at a safe distance
from the cruiser. District marshals
have been assigned to the pier to put
the finishing touches on its entertain-
ment for the homecoming, an adver-
tisement of fear ran through the activi-
ties of authorities. The fear that the
enthusiasm of the residents of the city
would be so great that the Memphis
might overcome them, and leading
them into wild demonstrations would
mar the event and place a black
mark against the reputation of a city
noted throughout the world for its
ability to receive rapidly, but with due
propriety, all kinds of visitors.

As military and police authorities
had worked out the final details of their
task of guarding the hero, they did it with
a grimness in strange contrast to
the gayety with which the laymen of
the city—when it went wild to cele-
brate the signing of the armistice which
brought to a close the World War. Then
the authorities let nature take its
course and the celebration was un-
bridled.

Col. Lindbergh will have a few hours
of rest at the mansion during the
afternoon and an opportunity to visit
the city. In the evening he will be
invited to be guest of honor at a Cabaret
dinner at the temporary White House
at 7 o'clock in the evening. This signal honor of dining with the
chiefs of the entire executive department
will be given to him.

Col. Lindbergh will have a few hours
of rest at the mansion during the
afternoon and an opportunity to visit
the city. In the evening he will be
invited to be guest of honor at a Cabaret
dinner at the temporary White House
at 7 o'clock in the evening. This signal honor of dining with the
chiefs of the entire executive department
will be given to him.

Col. Lindbergh will have a few hours
of rest at the mansion during the
afternoon and an opportunity to visit
the city. In the evening he will be
invited to be guest of honor at a Cabaret
dinner at the temporary White House
at 7 o'clock in the evening. This signal honor of dining with the
chiefs of the entire executive department
will be given to him.

Col. Lindbergh will have a few hours
of rest at the mansion during the
afternoon and an opportunity to visit
the city. In the evening he will be
invited to be guest of honor at a Cabaret
dinner at the temporary White House
at 7 o'clock in the evening. This signal honor of dining with the
chiefs of the entire executive department
will be given to him.

Col. Lindbergh will have a few hours
of rest at the mansion during the
afternoon and an opportunity to visit
the city. In the evening he will be
invited to be guest of honor at a Cabaret
dinner at the temporary White House
at 7 o'clock in the evening. This signal honor of dining with the
chiefs of the entire executive department
will be given to him.

Col. Lindbergh will have a few hours
of rest at the mansion during the
afternoon and an opportunity to visit
the city. In the evening he will be
invited to be guest of honor at a Cabaret
dinner at the temporary White House
at 7 o'clock in the evening. This signal honor of dining with the
chiefs of the entire executive department
will be given to him.

Col. Lindbergh will have a few hours
of rest at the mansion during the
afternoon and an opportunity to visit
the city. In the evening he will be
invited to be guest of honor at a Cabaret
dinner at the temporary White House
at 7 o'clock in the evening. This signal honor of dining with the
chiefs of the entire executive department
will be given to him.

Col. Lindbergh will have a few hours
of rest at the mansion during the
afternoon and an opportunity to visit
the city. In the evening he will be
invited to be guest of honor at a Cabaret
dinner at the temporary White House
at 7 o'clock in the evening. This signal honor of dining with the
chiefs of the entire executive department
will be given to him.

Col. Lindbergh will have a few hours
of rest at the mansion during the
afternoon and an opportunity to visit
the city. In the evening he will be
invited to be guest of honor at a Cabaret
dinner at the temporary White House
at 7 o'clock in the evening. This signal honor of dining with the
chiefs of the entire executive department
will be given to him.

Col. Lindbergh will have a few hours
of rest at the mansion during the
afternoon and an opportunity to visit
the city. In the evening he will be
invited to be guest of honor at a Cabaret
dinner at the temporary White House
at 7 o'clock in the evening. This signal honor of dining with the
chiefs of the entire executive department
will be given to him.

Col. Lindbergh will have a few hours
of rest at the mansion during the
afternoon and an opportunity to visit
the city. In the evening he will be
invited to be guest of honor at a Cabaret
dinner at the temporary White House
at 7 o'clock in the evening. This signal honor of dining with the
chiefs of the entire executive department
will be given to him.

Col. Lindbergh will have a few hours
of rest at the mansion during the
afternoon and an opportunity to visit
the city. In the evening he will be
invited to be guest of honor at a Cabaret
dinner at the temporary White House
at 7 o'clock in the evening. This signal honor of dining with the
chiefs of the entire executive department
will be given to him.

Col. Lindbergh will have a few hours
of rest at the mansion during the
afternoon and an opportunity to visit
the city. In the evening he will be
invited to be guest of honor at a Cabaret
dinner at the temporary White House
at 7 o'clock in the evening. This signal honor of dining with the
chiefs of the entire executive department
will be given to him.

Col. Lindbergh will have a few hours
of rest at the mansion during the
afternoon and an opportunity to visit
the city. In the evening he will be
invited to be guest of honor at a Cabaret
dinner at the temporary White House
at 7 o'clock in the evening. This signal honor of dining with the
chiefs of the entire executive department
will be given to him.

Col. Lindbergh will have a few hours
of rest at the mansion during the
afternoon and an opportunity to visit
the city. In the evening he will be
invited to be guest of honor at a Cabaret
dinner at the temporary White House
at 7 o'clock in the evening. This signal honor of dining with the
chiefs of the entire executive department
will be given to him.

Col. Lindbergh will have a few hours
of rest at the mansion during the
afternoon and an opportunity to visit
the city. In the evening he will be
invited to be guest of honor at a Cabaret
dinner at the temporary White House
at 7 o'clock in the evening. This signal honor of dining with the
chiefs of the entire executive department
will be given to him.

Col. Lindbergh will have a few hours
of rest at the mansion during the
afternoon and an opportunity to visit
the city. In the evening he will be
invited to be guest of honor at a Cabaret
dinner at the temporary White House
at 7 o'clock in the evening. This signal honor of dining with the
chiefs of the entire executive department
will be given to him.

Col. Lindbergh will have a few hours
of rest at the mansion during the
afternoon and an opportunity to visit
the city. In the evening he will be
invited to be guest of honor at a Cabaret
dinner at the temporary White House
at 7 o'clock in the evening. This signal honor of dining with the
chiefs of the entire executive department
will be given to him.

Col. Lindbergh will have a few hours
of rest at the mansion during the
afternoon and an opportunity to visit
the city. In the evening he will be
invited to be guest of honor at a Cabaret
dinner at the temporary White House
at 7 o'clock in the evening. This signal honor of dining with the
chiefs of the entire executive department
will be given to him.

Col. Lindbergh will have a few hours
of rest at the mansion during the
afternoon and an opportunity to visit
the city. In the evening he will be
invited to be guest of honor at a Cabaret
dinner at the temporary White House
at 7 o'clock in the evening. This signal honor of dining with the
chiefs of the entire executive department
will be given to him.

Col. Lindbergh will have a few hours
of rest at the mansion during the
afternoon and an opportunity to visit
the city. In the evening he will be
invited to be guest of honor at a Cabaret
dinner at the temporary White House
at 7 o'clock in the evening. This signal honor of dining with the
chiefs of the entire executive department
will be given to him.

Col. Lindbergh will have a few hours
of rest at the mansion during the
afternoon and an opportunity to visit
the city. In the evening he will be
invited to be guest of honor at a Cabaret
dinner at the temporary White House
at 7 o'clock in the evening. This signal honor of dining with the
chiefs of the entire executive department
will be given to him.

Col. Lindbergh will have a few hours
of rest at the mansion during the
afternoon and an opportunity to visit
the city. In the evening he will be
invited to be guest of honor at a Cabaret
dinner at the temporary White House
at 7 o'clock in the evening. This signal honor of dining with the
chiefs of the entire executive department
will be given to him.

Col. Lindbergh will have a few hours
of rest at the mansion during the
afternoon and an opportunity to visit
the city. In the evening he will be
invited to be guest of honor at a Cabaret
dinner at the temporary White House
at 7 o'clock in the evening. This signal honor of dining with the
chiefs of the entire executive department
will be given to him.

Col. Lindbergh will have a few hours
of rest at the mansion during the
afternoon and an opportunity to visit
the city. In the evening he will be
invited to be guest of honor at a Cabaret
dinner at the temporary White House
at 7 o'clock in the evening. This signal honor of dining with the
chiefs of the entire executive department
will be given to him.

Col. Lindbergh will have a few hours
of rest at the mansion during the
afternoon and an opportunity to visit
the city. In the evening he will be
invited to be guest of honor at a Cabaret
dinner at the temporary White House
at 7 o'clock in the evening. This signal honor of dining with the
chiefs of the entire executive department
will be given to him.

Col. Lindbergh will have a few hours
of rest at the mansion during the
afternoon and an opportunity to visit
the city. In the evening he will be
invited to be guest of honor at a Cabaret
dinner at the temporary White House
at 7 o'clock in the evening. This signal honor of dining with the
chiefs of the entire executive department
will be given to him.

Col. Lindbergh will have a few hours
of rest at the mansion during the
afternoon and an opportunity to visit
the city. In the evening he will be
invited to be guest of honor at a Cabaret
dinner at the temporary White House
at 7 o'clock in the evening. This signal honor of dining with the
chiefs of the entire executive department
will be given to him.

Col. Lindbergh will have a few hours
of rest at the mansion during the
afternoon and an opportunity to visit
the city. In the evening he will be
invited to be guest of honor at a Cabaret
dinner at the temporary White House
at 7 o'clock in the evening. This signal honor of dining with the
chiefs of the entire executive department
will be given to him.

COLONEL LINDBERGH RETURNS!



Throughout the Nation

His achievement is acclaimed—his courage and ability praised—his name honored—as Colonel Lindbergh is welcomed home. Justly proud of his great accomplishment, our welcome reflects the admiration and renown he has so justly earned One man's courage and ability have written a remarkable page of modern history—written a record of endurance and achievement. His daring has proclaimed to the world that today's spirit of conquest, together with modern engineering, recognizes no limits.

FRANKLIN AUTOMOBILE COMPANY . . . SYRACUSE, NEW YORK

Throughout the Motor World

Major factors in this epoch-making flight are cited in Colonel Lindbergh's comment in the *New York Times*, "I had what I regarded as the best existing plane and I had what I regard as the best engine."

The plane was a Ryan Monoplane, equipped with a Wright "Whirlwind" Motor. It was an *air-cooled motor*—a fact of tremendous significance to every automobile owner.

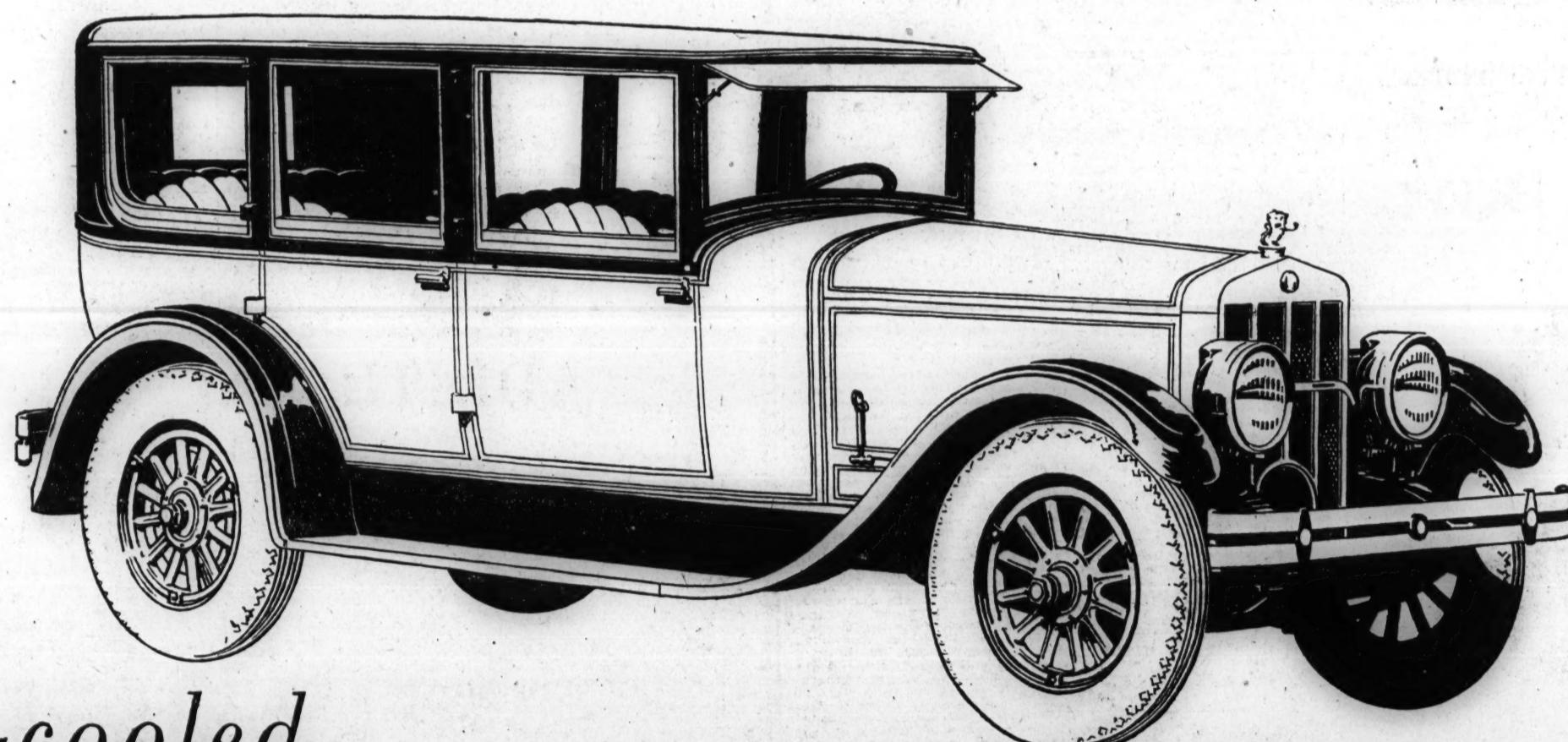
Franklin's achievement in perfecting air-cooling for the world is thus once again acclaimed. Franklin principles, advanced, tested, basically sound, have given irrefutable proof of their value.

Franklin is proud, and justly so, of this achievement of the air-cooled motor. This triumph vindicates Franklin's faith and adherence to a basically sound automotive principle.

Unswerving belief in air-cooling—over a period of 25 years—has been grounded on facts which Lindbergh's flight has so spectacularly demonstrated—that air-cooling is essential to utmost reliability, to greatest simplicity, to scientific weight saving, to attention-less and economical operation.

There are other exclusive Franklin features—just as advanced—just as correct as air-cooling—and to these Franklin adheres with the same faith, courage and sureness.

And again this faith is vindicated by the increase in Franklin's 1927 sales—the greatest rate of increase in the whole fine car group—by the enthusiastic praise of Franklin Owners and by the fact that the Franklin Owner's next car is so generally *another Franklin*.



Air-cooled



FRANKLIN



FRANKLIN MOTOR CAR COMPANY

HARRY W. BURR

Salesroom—1517 Conn. Ave. N.W.

Culpeper—Coons Motor Company
Baltimore—The Franklin Motor Car Co.

Service—1814 E St. N.W.

JOHNNY DUNDEE SEEKS TO HAVE CROWN RESTORED

Boxing Chiefs To Hear Plea For Title

Retired Champion Is Anxious to Fight Red Chapman.

Fugazy Is Uncertain That Finnegan Will Accept Bout.

Special to The Washington Post.

NEW YORK, June 10—Johnny Dundee will appear before the New York State athletic commission next Wednesday to request that the boxing fathers forget that he is a retired heavyweight champion and restore him to his championship status. Dundee hopes to meet Red Chapman, of Boston, in a title fight for Promoter Number J. Fugazy on June 23 at the Metropole.

The combatant is in an awkward position as a consequence of a sudden move. About two years ago it was agreed his resignation as champion. Later Louis ("Kid") Kaplan was through a championship elimination tournament and became the recognized title holder.

Eventually Kaplan discovered he couldn't make the weight and also tendered his resignation which was duly accepted, leaving the division without a single ruler.

There is no precedent by which the commission may be guided. But if it acts favorably on Dundee's application and Chapman rejects him, the whole featherweight muddle will be clarified. If Honey Boy Finnegan refuses to fight Chapman June 22, per schedule, the commission can easily nominate Chapman as the leader of the class.

Fugazy will not accept Dundee as Chapman's opponent until he sees the ringman withdrawn from the bout June 22 even though he has been told to the managerial fold of Chapman, Johnstone brothers, Jimmy and Charlie. Jimmy managed Dundee when he forfeited his title, and Brother Charlie may have a hard time explaining to the commission why he wants to take the commission back something Brother Jimmy gave away.

FAIRMOUNT PARK RESULTS.

FIRST RACE—Five furlongs. Purse, \$1,000; claiming, 2-year-olds. 5½ furlongs. Low Gear, 107 (Merla), 26.70; 31.70, 32.10; Lila O., 104 (Borth, II), 46.30; 48.30; 50.30; 52.30; 54.30; 56.30; 58.30; 59.30; 61.30; 63.30; 65.30; 67.30; 69.30; 71.30; 73.30; 75.30; 77.30; 79.30; 81.30; 83.30; 85.30; 87.30; 89.30; 91.30; 93.30; 95.30; 97.30; 99.30; 101.30; 103.30; 105.30; 107.30; 109.30; 111.30; 113.30; 115.30; 117.30; 119.30; 121.30; 123.30; 125.30; 127.30; 129.30; 131.30; 133.30; 135.30; 137.30; 139.30; 141.30; 143.30; 145.30; 147.30; 149.30; 151.30; 153.30; 155.30; 157.30; 159.30; 161.30; 163.30; 165.30; 167.30; 169.30; 171.30; 173.30; 175.30; 177.30; 179.30; 181.30; 183.30; 185.30; 187.30; 189.30; 191.30; 193.30; 195.30; 197.30; 199.30; 201.30; 203.30; 205.30; 207.30; 209.30; 211.30; 213.30; 215.30; 217.30; 219.30; 221.30; 223.30; 225.30; 227.30; 229.30; 231.30; 233.30; 235.30; 237.30; 239.30; 241.30; 243.30; 245.30; 247.30; 249.30; 251.30; 253.30; 255.30; 257.30; 259.30; 261.30; 263.30; 265.30; 267.30; 269.30; 271.30; 273.30; 275.30; 277.30; 279.30; 281.30; 283.30; 285.30; 287.30; 289.30; 291.30; 293.30; 295.30; 297.30; 299.30; 301.30; 303.30; 305.30; 307.30; 309.30; 311.30; 313.30; 315.30; 317.30; 319.30; 321.30; 323.30; 325.30; 327.30; 329.30; 331.30; 333.30; 335.30; 337.30; 339.30; 341.30; 343.30; 345.30; 347.30; 349.30; 351.30; 353.30; 355.30; 357.30; 359.30; 361.30; 363.30; 365.30; 367.30; 369.30; 371.30; 373.30; 375.30; 377.30; 379.30; 381.30; 383.30; 385.30; 387.30; 389.30; 391.30; 393.30; 395.30; 397.30; 399.30; 401.30; 403.30; 405.30; 407.30; 409.30; 411.30; 413.30; 415.30; 417.30; 419.30; 421.30; 423.30; 425.30; 427.30; 429.30; 431.30; 433.30; 435.30; 437.30; 439.30; 441.30; 443.30; 445.30; 447.30; 449.30; 451.30; 453.30; 455.30; 457.30; 459.30; 461.30; 463.30; 465.30; 467.30; 469.30; 471.30; 473.30; 475.30; 477.30; 479.30; 481.30; 483.30; 485.30; 487.30; 489.30; 491.30; 493.30; 495.30; 497.30; 499.30; 501.30; 503.30; 505.30; 507.30; 509.30; 511.30; 513.30; 515.30; 517.30; 519.30; 521.30; 523.30; 525.30; 527.30; 529.30; 531.30; 533.30; 535.30; 537.30; 539.30; 541.30; 543.30; 545.30; 547.30; 549.30; 551.30; 553.30; 555.30; 557.30; 559.30; 561.30; 563.30; 565.30; 567.30; 569.30; 571.30; 573.30; 575.30; 577.30; 579.30; 581.30; 583.30; 585.30; 587.30; 589.30; 591.30; 593.30; 595.30; 597.30; 599.30; 601.30; 603.30; 605.30; 607.30; 609.30; 611.30; 613.30; 615.30; 617.30; 619.30; 621.30; 623.30; 625.30; 627.30; 629.30; 631.30; 633.30; 635.30; 637.30; 639.30; 641.30; 643.30; 645.30; 647.30; 649.30; 651.30; 653.30; 655.30; 657.30; 659.30; 661.30; 663.30; 665.30; 667.30; 669.30; 671.30; 673.30; 675.30; 677.30; 679.30; 681.30; 683.30; 685.30; 687.30; 689.30; 691.30; 693.30; 695.30; 697.30; 699.30; 701.30; 703.30; 705.30; 707.30; 709.30; 711.30; 713.30; 715.30; 717.30; 719.30; 721.30; 723.30; 725.30; 727.30; 729.30; 731.30; 733.30; 735.30; 737.30; 739.30; 741.30; 743.30; 745.30; 747.30; 749.30; 751.30; 753.30; 755.30; 757.30; 759.30; 761.30; 763.30; 765.30; 767.30; 769.30; 771.30; 773.30; 775.30; 777.30; 779.30; 781.30; 783.30; 785.30; 787.30; 789.30; 791.30; 793.30; 795.30; 797.30; 799.30; 801.30; 803.30; 805.30; 807.30; 809.30; 811.30; 813.30; 815.30; 817.30; 819.30; 821.30; 823.30; 825.30; 827.30; 829.30; 831.30; 833.30; 835.30; 837.30; 839.30; 841.30; 843.30; 845.30; 847.30; 849.30; 851.30; 853.30; 855.30; 857.30; 859.30; 861.30; 863.30; 865.30; 867.30; 869.30; 871.30; 873.30; 875.30; 877.30; 879.30; 881.30; 883.30; 885.30; 887.30; 889.30; 891.30; 893.30; 895.30; 897.30; 899.30; 901.30; 903.30; 905.30; 907.30; 909.30; 911.30; 913.30; 915.30; 917.30; 919.30; 921.30; 923.30; 925.30; 927.30; 929.30; 931.30; 933.30; 935.30; 937.30; 939.30; 941.30; 943.30; 945.30; 947.30; 949.30; 951.30; 953.30; 955.30; 957.30; 959.30; 961.30; 963.30; 965.30; 967.30; 969.30; 971.30; 973.30; 975.30; 977.30; 979.30; 981.30; 983.30; 985.30; 987.30; 989.30; 991.30; 993.30; 995.30; 997.30; 999.30; 1001.30; 1003.30; 1005.30; 1007.30; 1009.30; 1011.30; 1013.30; 1015.30; 1017.30; 1019.30; 1021.30; 1023.30; 1025.30; 1027.30; 1029.30; 1031.30; 1033.30; 1035.30; 1037.30; 1039.30; 1041.30; 1043.30; 1045.30; 1047.30; 1049.30; 1051.30; 1053.30; 1055.30; 1057.30; 1059.30; 1061.30; 1063.30; 1065.30; 1067.30; 1069.30; 1071.30; 1073.30; 1075.30; 1077.30; 1079.30; 1081.30; 1083.30; 1085.30; 1087.30; 1089.30; 1091.30; 1093.30; 1095.30; 1097.30; 1099.30; 1101.30; 1103.30; 1105.30; 1107.30; 1109.30; 1111.30; 1113.30; 1115.30; 1117.30; 1119.30; 1121.30; 1123.30; 1125.30; 1127.30; 1129.30; 1131.30; 1133.30; 1135.30; 1137.30; 1139.30; 1141.30; 1143.30; 1145.30; 1147.30; 1149.30; 1151.30; 1153.30; 1155.30; 1157.30; 1159.30; 1161.30; 1163.30; 1165.30; 1167.30; 1169.30; 1171.30; 1173.30; 1175.30; 1177.30; 1179.30; 1181.30; 1183.30; 1185.30; 1187.30; 1189.30; 1191.30; 1193.30; 1195.30; 1197.30; 1199.30; 1201.30; 1203.30; 1205.30; 1207.30; 1209.30; 1211.30; 1213.30; 1215.30; 1217.30; 1219.30; 1221.30; 1223.30; 1225.30; 1227.30; 1229.30; 1231.30; 1233.30; 1235.30; 1237.30; 1239.30; 1241.30; 1243.30; 1245.30; 1247.30; 1249.30; 1251.30; 1253.30; 1255.30; 1257.30; 1259.30; 1261.30; 1263.30; 1265.30; 1267.30; 1269.30; 1271.30; 1273.30; 1275.30; 1277.30; 1279.30; 1281.30; 1283.30; 1285.30; 1287.30; 1289.30; 1291.30; 1293.30; 1295.30; 1297.30; 1299.30; 1301.30; 1303.30; 1305.30; 1307.30; 1309.30; 1311.30; 1313.30; 1315.30; 1317.30; 1319.30; 1321.30; 1323.30; 1325.30; 1327.30; 1329.30; 1331.30; 1333.30; 1335.30; 1337.30; 1339.30; 1341.30; 1343.30; 1345.30; 1347.30; 1349.30; 1351.30; 1353.30; 1355.30; 1357.30; 1359.30; 1361.30; 1363.30; 1365.30; 1367.30; 1369.30; 1371.30; 1373.30; 1375.30; 1377.30; 1379.30; 1381.30; 1383.30; 1385.30; 1387.30; 1389.30; 1391.30; 1393.30; 1395.30; 1397.30; 1399.30; 1401.30; 1403.30; 1405.30; 1407.30; 1409.30; 1411.30; 1413.30; 1415.30; 1417.30; 1419.30; 1421.30; 1423.30; 1425.30; 1427.30; 1429.30; 1431.30; 1433.30; 1435.30; 1437.30; 1439.30; 1441.30; 1443.30; 1445.30; 1447.30; 1449.30; 1451.30; 1453.30; 1455.30; 1457.30; 1459.30; 1461.30; 1463.30; 1465.30; 1467.30; 1469.30; 1471.30; 1473.30; 1475.30; 1477.30; 1479.30; 1481.30; 1483.30; 1485.30; 1487.30; 1489.30; 1491.30; 1493.30; 1495.30; 1497.30; 1499.30; 1501.30; 1503.30; 1505.30; 1507.30; 1509.30; 1511.30; 1513.30; 1515.30; 1517.30; 1519.30; 1521.30; 1523.30; 1525.30; 1527.30; 1529.30; 1531.30; 1533.30; 1535.30; 1537.30; 1539.30; 1541.30; 1543.30; 1545.30; 1547.30; 1549.30; 1551.30; 1553.30; 1555.30; 1557.30; 1559.30; 1561.30; 1563.30; 1565.30; 1567.30; 1569.30; 1571.30; 1573.30; 1575.30; 1577.30; 1579.30; 1581.30; 1583.30; 1585.30; 1587.30; 1589.30; 1591.30; 1593.30; 1595.30; 1597.30; 1599.30; 1601.30; 1603.30; 1605.30; 1607.30; 1609.30; 1611.30; 1613.30; 1615.30; 1617.30; 1619.30; 1621.30; 1623.30; 1625.30; 1627.30; 1629.30; 1631.30; 1633.30; 1635.30; 1637.30; 1639.30; 1641.30; 1643.30; 1645.30; 1647.30; 1649.30; 1651.30; 1653.30; 1655.30; 1657.30; 1659.30; 1661.30; 1663.30; 1665.30; 1667.30; 1669.30; 1671.30; 1673.30; 1675

JOHNNY DUNDEE SEEKS TO HAVE CROWN RESTORED

Boxing Chiefs To Hear Plea For Title

Retired Champion Is Anxious to Fight Red Chapman.

Fugazy Is Uncertain That Finnegan Will Accept Bout.

Special to The Washington Post.

NEWS, June 10—Johnny Dundee will appear before the New York State athletic commission next Wednesday to request that the boxing fathers forget that he is a retired featherweight champion and restore his old title. Dundee hopes to meet Red Chapman, of Boston, in a little fight for Promoter Number J. Fugazy on June 22, or thereabouts.

The commission is in an awkward position as a consequence of Dundee's move. About two years ago, after his retirement, he applied for a new title. "Kid" Kaplan waded through a championship elimination tournament and he became the recognized title holder.

Eventually, Kaplan discovered he couldn't make the weight and also tendered his resignation which was duly accepted, leaving the division without a active ruler.

There is no precedent by which the commission may be guided. But if it acts favorably on Dundee's application and Chapman kicks him, the whole featherweight muddle will be clarified. If Honey Boy Finnegan refuses to fight Chapman June 22, as per schedule, the commission can easily nominate Chapman as the leader of the class.

Fugazy will not accept Dundee as Chapman's opponent until he is sure Finnegan has withdrawn from the bout on June 22 even though Dundee has returned to the managerial fold of the Johnson brothers. When he first managed Dundee when he fought for his title, and Brother Charlie may have a hard time explaining to the commission why he wants to get back something Brother Jimmy gave away.

FAIRMOUNT PARK RESULTS.

FIRST RACE—\$1,000; claiming; 2-year-olds; 5½ furlongs. Won last, 107 (Merle), 26.70. Second, 106 (Patterson), 26.70. Third, 105 (Patterson), 26.70. Time, 1:00.4. White H. S., Billy W. Laporte, Ken Line, James Brucker, rode. Second claimer, 5½ furlongs and upward; 6 furlongs. The Badger, 110 (Lang), 20.50. 7th, Dr. G. L. Miller, 110 (Lang), 19.50. 8th, Mr. G. L. Miller, 110 (Lang), 19.50. 9th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 10th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 11th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 12th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 13th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 14th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 15th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 16th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 17th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 18th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 19th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 20th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 21st, Mrs. E. C. Chapman, 110 (Lang), 19.50. 22nd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 23rd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 24th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 25th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 26th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 27th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 28th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 29th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 30th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 31st, Mrs. E. C. Chapman, 110 (Lang), 19.50. 32nd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 33rd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 34th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 35th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 36th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 37th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 38th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 39th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 40th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 41st, Mrs. E. C. Chapman, 110 (Lang), 19.50. 42nd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 43rd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 44th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 45th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 46th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 47th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 48th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 49th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 50th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 51st, Mrs. E. C. Chapman, 110 (Lang), 19.50. 52nd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 53rd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 54th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 55th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 56th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 57th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 58th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 59th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 60th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 61st, Mrs. E. C. Chapman, 110 (Lang), 19.50. 62nd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 63rd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 64th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 65th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 66th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 67th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 68th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 69th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 70th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 71st, Mrs. E. C. Chapman, 110 (Lang), 19.50. 72nd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 73rd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 74th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 75th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 76th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 77th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 78th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 79th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 80th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 81st, Mrs. E. C. Chapman, 110 (Lang), 19.50. 82nd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 83rd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 84th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 85th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 86th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 87th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 88th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 89th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 90th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 91st, Mrs. E. C. Chapman, 110 (Lang), 19.50. 92nd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 93rd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 94th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 95th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 96th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 97th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 98th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 99th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 100th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 101st, Mrs. E. C. Chapman, 110 (Lang), 19.50. 102nd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 103rd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 104th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 105th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 106th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 107th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 108th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 109th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 110th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 111th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 112th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 113th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 114th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 115th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 116th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 117th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 118th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 119th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 120th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 121st, Mrs. E. C. Chapman, 110 (Lang), 19.50. 122nd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 123rd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 124th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 125th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 126th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 127th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 128th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 129th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 130th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 131st, Mrs. E. C. Chapman, 110 (Lang), 19.50. 132nd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 133rd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 134th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 135th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 136th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 137th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 138th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 139th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 140th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 141st, Mrs. E. C. Chapman, 110 (Lang), 19.50. 142nd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 143rd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 144th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 145th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 146th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 147th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 148th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 149th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 150th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 151st, Mrs. E. C. Chapman, 110 (Lang), 19.50. 152nd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 153rd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 154th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 155th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 156th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 157th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 158th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 159th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 160th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 161st, Mrs. E. C. Chapman, 110 (Lang), 19.50. 162nd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 163rd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 164th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 165th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 166th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 167th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 168th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 169th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 170th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 171st, Mrs. E. C. Chapman, 110 (Lang), 19.50. 172nd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 173rd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 174th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 175th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 176th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 177th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 178th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 179th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 180th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 181st, Mrs. E. C. Chapman, 110 (Lang), 19.50. 182nd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 183rd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 184th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 185th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 186th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 187th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 188th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 189th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 190th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 191st, Mrs. E. C. Chapman, 110 (Lang), 19.50. 192nd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 193rd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 194th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 195th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 196th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 197th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 198th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 199th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 200th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 201st, Mrs. E. C. Chapman, 110 (Lang), 19.50. 202nd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 203rd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 204th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 205th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 206th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 207th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 208th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 209th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 210th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 211th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 212th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 213th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 214th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 215th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 216th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 217th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 218th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 219th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 220th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 221st, Mrs. E. C. Chapman, 110 (Lang), 19.50. 222nd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 223rd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 224th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 225th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 226th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 227th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 228th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 229th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 230th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 231st, Mrs. E. C. Chapman, 110 (Lang), 19.50. 232nd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 233rd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 234th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 235th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 236th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 237th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 238th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 239th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 240th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 241st, Mrs. E. C. Chapman, 110 (Lang), 19.50. 242nd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 243rd, Mrs. E. C. Chapman, 110 (Lang), 19.50. 244th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 245th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 246th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 247th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 248th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 249th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 250th, Mrs. E. C. Chapman, 110 (Lang), 19.50. 251st, Mrs. E. C. Chapman, 110 (Lang), 19.50. 252nd, Mrs

The Good, Kind Nurses

RAY AUTREMONT'S WIFE COLLAPSES AT HEARING ON UN-GENTS-A-DAY DIET

Twins, Held as Slayers of 4 in Train Holdup, Plead Not Guilty in Ohio.

FACE TRIAL IN OREGON

Steubenville, Ohio, June 10 (By A.P.)—After nearly four years of scouting the law, Ray and Roy de Autremont, 27-year-old twins, tonight were on the first leg of a journey back to Oregon, where they face charges of mail robbery and murder.

Arraigned today on the mail robbery charge before a United States commissioner, they were held in bond of \$50,000 each, and soon after plans were completed to take them to Columbus, Ohio. There they will be held in the Franklin County jail pending the arrival of a Federal grand jury.

It is expected that after their return to Oregon they will be turned over to State authorities for prosecution of the murder charge growing out of the death of a Southern Pacific passenger blown up near Siskiyou, Oreg., in October, 1923.

The two brothers were arrested here Wednesday night. Their younger brother, Hurley, is now on trial at Patricville, Oreg., for mail robbery. He also is charged with participation in the attempted hold-up, from which no one dollar was obtained.

The arraignment today was carried out in speed. Asked if they knew what the warrant meant, Ray answered for both:

"Yes, it's the Oregon train robbery."

They entered pleas of not guilty. Neither gave bond. The brothers then walked from the courtroom. Mrs. Charles W. Tiller, of West Hurley, N.Y., and Miss Pearl King, of Hershey, Pa., survive. Her wife King died years ago.

From a front seat in the little courtroom, Ray de Autremont's young wife looked on, their year-old son in her arms. Until his arrest she had not known that he was other than "Elmer Goode."

As he started from the room, he lagged behind his guard, pulling at the shackles, and called to her:

"Good-by, Hazel."

The girl replied simply, "Good-by."

That was their farewell and as she spoke the words she swooned in her seat.

Some time later, with her son and \$250, which Federal officers took from her husband's pocket, she left Steubenville to go back to the farm home near Hanging Rock, Ohio.

RADIO

SATURDAY, JUNE 11,
LOCAL STATIONS.
NAA—Arlington (435)

10:08 a.m.—3:45 and 10:08 p.m.—Weather reports.

Quoted in the Library of Congress.

WMAI—Leviss Radio Co. (249)

Lindbergh evening—Dedicated to America's flying hero, Col. Charles A. Lindbergh.

5 to 9 p.m.—New flashes.

7 to 9:30 p.m.—At home.

7:30 to 7:45 p.m.—"The Science of the Transatlantic Flights," by Watson Davis.

7:45 to 8:15 p.m.—Special Lindbergh concert by the Central High School Orchestra.

8:15 to 8:30 p.m.—"Col. Charles A. Lindbergh, the Man," by Will P. Kennedy.

8:30 to 8:45 p.m.—Continuation of Lindbergh concert, by the Central High School Orchestra.

8:45 to 9 p.m.—"Citizens Making the Nation," by C. W. C. Clapham, under auspices of the Citizens Military Training Camps of the U. S. War Department.

9:30 to 10 p.m.—"The Story of Lindbergh," dance program played by Newell's Band.

10 p.m.—Latest news flashes.

WMC—Radio Corp. of America (469)

9:45 to 7:15 a.m.—Tower health exercises broadcast jointly with WEAF.

7:15 a.m.—"The Roaring Lyons."

7:30 a.m.—Official reception of Col. Charles Lindbergh at the Navy Yard and presentation of Flying Cross by the President of the United States at the Monument Grounds.

1:30 p.m.—Joint recital, by Elizabeth Winston, pianist, and Marguerite Clark, soprano.

2 p.m.—Reverie Orchestra and soloists.

3 p.m.—Humorous sketch from WJZ.

3:45 p.m.—Talk from WJZ.

4:15 p.m.—Pipes and Drum Corps from WJZ.

4:30 p.m.—Dance orchestra from WJZ.

5 p.m.—National Broadcasting Co. Concert Orchestra and soloists from WEAF, New York.

6 p.m.—Palais d'Or Orchestra.

6:30 p.m.—Musical Trip with Col. Charles Lindbergh from WJZ.

7 p.m.—"Great Moments in the Air," from WEAF.

7:30 p.m.—Goldman Band concert.

8 p.m.—Progress of Transportation from WJZ.

9 p.m.—Reception to Col. Charles Lindbergh by the Minnesota State Society.

9:30 p.m.—Reception to Col. Charles Lindbergh at the Washington Auditorium, from the Washington Auditorium Club.

WEAF—New York (492)

Noon to midnight—Lindbergh celebration.

DISTANT STATIONS.
(Eastern Standard Time.)

Call. Location. Length. Time.

KDKA—Pittsburgh ... 300.1 6:00-9:55

KFAB—Lincoln ... 340.7 6:30-11:30

KHOM—Honolulu ... 340.7 6:30-11:30

KFUD—St. Louis ... 454.1 8:45-9:45

KLDS—Independence ... 440.9 9:00-10:00

KKMO—Kalamazoo ... 228.0 9:00-10:00

KMOK—St. Louis ... 280.2 7:00-8:00

KOIL—Denver ... 322.4 12:30-1:30

KPRC—Houston ... 269.9 8:30-12:00

KSD—St. Louis ... 345.1 8:00-11:00

KTHS—Hot Springs ... 374.8 10:00-12:00

KVDO—Bristol ... 374.8 8:00-2:00

KYW—Chicago ... 353.8 8:30-12:00

KZAZ—Albuquerque ... 228.0 8:30-10:30

WAHU—Columbus ... 202.8 8:30-10:30

WBAP—For Worth ... 475.9 8:30-12:00

WBBC—Chicago ... 260.0 8:00-11:00

WBZ—Springfield ... 331.1 6:15-10:45

WCAC—Pittsburgh ... 461.3 8:00-11:30

WCC—Boston ... 461.3 8:00-11:30

WCF—Chicago ... 461.5 7:00-1:00

WCX—Detroit ... 516.9 6:00-7:00

WDAM—Memphis City ... 320.2 7:00-12:00

WICH—Chicago ... 370.2 7:00-12:00

WENR—Chicago ... 263.3 7:00-3:00

WFIA—Dallas ... 475.9 7:30-1:00

WIFB—Cincinnati ... 370.2 9:00-12:00

WIGE—Chicago ... 316.6 6:00-12:00

WIGX—Chicago ... 302.8 6:00-12:00

WIGY—Scranton ... 375.5 6:30-12:00

WILD—Milwaukee ... 302.8 6:00-12:00

WHAS—Louisville ... 369.8 8:30-10:00

WHK—Cleveland ... 327.6 8:00-12:00

WIO—Chicago ... 320.0 7:00-12:00

WJAD—Chicago ... 329.5 6:00-10:00

WJD—Des Moines ... 376.2 9:00-12:00

WJZ—New York ... 454.3 7:00-12:00

WKRC—Cincinnati ... 329.9 10:00-12:00

WKKF—Chicago ... 344.8 8:00-12:00

WLW—Cincinnati ... 422.3 7:45-10:00

WMAS—Chicago ... 347.5 7:00-11:00

WMC—Memphis ... 409.7 9:00-10:30

WOW—Omaha ... 320.0 7:00-12:00

WPM—Pittsburgh ... 376.2 7:00-12:00

WORD—Batavia ... 275.0 8:00-12:00

WPG—Atlantic City ... 298.8 7:00-12:00

WPX—Cincinnati ... 320.8 7:00-12:00

WREO—Lansing ... 265.5 10:00-12:00

WRE—Dallas ... 345.8 7:00-11:00

WWE—Chicago ... 322.2 8:00-12:00

WWE—Atlanta ... 322.2 8:00-12:00

WWE—Chicago ... 322.2 7:15-12:00

WWE—Nashville ... 320.4 8:00-12:00

WWE—Iowa City ... 320.4 10:00-12:00

WTAM—Cleveland ... 320.4 8:00-12:00

WWJ—Detroit ... 332.7 8:00-12:00

THE GUMPS

HEY! THIS ICE WATER IS TOO COLD—I JUST WANT A COOL DRINK—not a liquid sample of the North Pole—
I HAVE TO BE CAREFUL NOT TO GET THAT BROKEN LEG CHILLED—GET ME A DRINK OF ICE WATER THAT IS JUST A TRIFLE ABOVE MEDIUM COOL—

HIM AND HIS HOT ICE WATER IT HAD TO BE HIS LEG HE BROKE HE COULDN'T HAVE FRACUTURE ONE OF HIS VOCAL CHORDS OR SPRAINED A TONIC—if ALL THAT MAN'S MEANNESS SETTLES IN HIS LEG—HELL DIE OF BLOOD POISON—

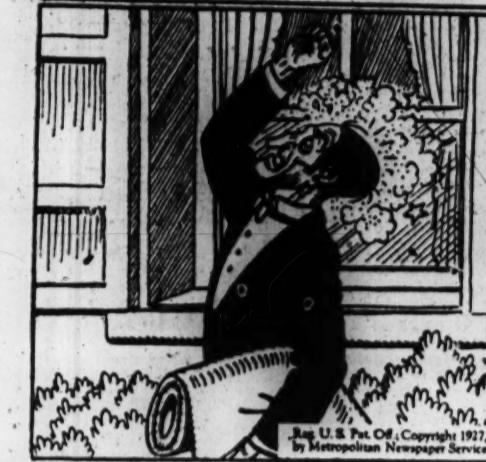
WHEN HE'S FEELING A LITTLE BETTER I'LL TAKE HIM FOR A RIDE IN HIS WHEEL CHAIR ALONG THE EDGE OF THE GRAND CANYON—and WHEN TILDA COMES BACK SHE'LL BE PUSHING AN EMPTY CHAIR—

Rep. U. S. Pat. Off.: Copyright 1927 by The Chicago Tribune

By Bill Conselman and Charlie Plumb

ELLA CINDERS—Saved by Augie

Ella dropped a rug on the imperious butler—and he's sworn to have her scalp—



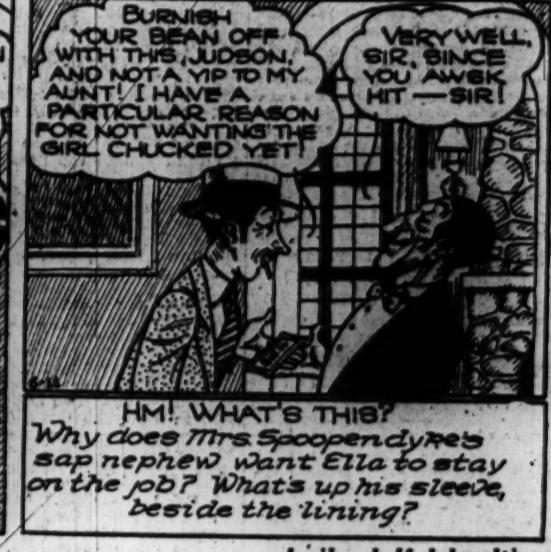
Rep. U. S. Pat. Off.: Copyright 1927 by Metropolitan Newspaper Service



Rep. U. S. Pat. Off.: Copyright 1927 by Metropolitan Newspaper Service



Rep. U. S. Pat. Off.: Copyright 1927 by Metropolitan Newspaper Service



Rep. U. S. Pat. Off.: Copyright 1927 by The Chicago Tribune

Inside Information

GASOLINE ALLEY

MISTA WALT DON'T TAKE MUCH STOCK IN CARDS BUT I DOES. IF I READ 'EM AN' TELL HIM WHERE SKEEZIX IS HE WOULD, I BETCHA.

LE'S SEE, RED ON BLACK AN' BLACK ON RED AN' HERE'S THAT DARK MAN POKIN' HIS HEAD UP AGAIN.

GOLLY, I FERGET! IT'S ALL HERE IF I COULD ONLY READ 'EM. BUT I GIT 'EM ALL CONFISCATED EVERY WHICH WAY EVERY TIME I TRIES IT,

I AIN'T GOT 'NUFF PATIENCE WITH CARDS. I KNOW THESE BETTA. IF "COME SEBM" SKEEZIX IS GOIN' BE BACK HERE IN A WEEK!

All rights reserved by the George Matthew Adams Service. Trade Mark Registered U. S. Patent Office.

ED WHEELAN'S SLAP-STICK COMEDY SERIAL

THE FEUD

PART FIVE

SHUX—I MISSED 'IM!! WELL, IF I BEAT QUICK, HE WON'T KNOW WHO FIRED AT 'IM!!

JED DUMPING AND HIS DAUGHTER, DIPHTHERIA, GRABBED UP THEIR FIRE-ARMS.

The Housekeeper

Nancy Loring

We have here a letter from a mother who wonders how she may best impress her son, who is in high school, with the fact that bad manners, whoever else may be guilty of them, should not be practiced by a young man who wishes to be a success in life. And reading the letter I could appreciate the position of older boys in the school of which this mother speaks—boys that consider shining lights either because they are successful at their studies, or from families who are foolish enough to give them large amounts of money to spend. And so, because the boys themselves have a measure of personal charm sandwiched into their braggadocio nature in spite—certainly not because of—their bad manners. It is so frequently true that either sudden assimilation to the real manly ways of family—or else making a complete just as often as otherwise—will otherwise have been the case, for sometimes success fails to inculcate in individuals any desire to increase either their appreciation or their ability to go about their business in a chivalrous manner. Some of them are good examples. "In this son of yours, Mrs. M., has taken unto himself an example that you feel is not good for him, and if, as you say, up to this time your boy has demonstrated that he did know the difference between the nice and less nice choice in this matter—then you may depend upon it, he will never let that type when he has had enough of a good thing, and you must supply him with the "enough." But to oppose the friendliness between the two would be fatal. Try another means. The pride your son has known are, I take it, of the rather quiet, well-mannered sort.

I should gather them together not once, but more than once, if it proves necessary, and let the boy bring his mother home to have a talk with her. If there has been a tendency on the son's part to copy the blase indifference and ill manners of his friend, thinking them to be "in the know," you will probably discover that putting the two together again the old friends will make the new friend stand out as rather different from the others, and not altogether desirable. And should he be a, least bit ashamed, of his new friend because of limitations of his own, we do not want him to be a show-off, this son, but to appreciate that he can touch other individuals as he passes them appreciating the good that they have to offer, and much good there is to offer. He must, in other words, be taught to appreciate the fine line that is drawn between what environment may and may not be allowed to do to one. If you supply the environment, and place him in it, you may be able to teach him, and if he is a wise and patient and sane in handling your problem, you may be able to do more for your boy to help his whole adjustment to this age of uncertainty in youth than you have ever done before or ever will do again.

Now, then, remembering that this is a department of home-makers and that troubles of our young people touch our needs only in that they are one of the problems to be met by our mothers and fathers, let us go on to a number of requests that are to be granted today in the recipe line, and arrive, too, at a menu for our Sunday dinner.

Lamb is to be cheaper, a cheapie, in fact, and the herbs are very inexpensive and delicious if fixed in the fashion that is to be given today.

MENU.
Canned Halves of Grapefruit
Olives Salted Nuts
Stuffed Lamb's Hearts
Pan Roasted Potatoes
Escaloped Eggplant
Dressed Asparagus with French Dressing
Lemon Pie
Small Black or Iced Coffee

Carefully wash and trim the loose edges from the hearts, one of which has been allowed for each person to be served, and parboil them in hot water to which has been added a tablespoonful of vinegar and a stuffing prepared the usual bread dressing used for poultry, adding chestnut or walnut meats that have been broken in not too small pieces if desired. Season well, adding sage or poultry seasoning and a generous amount of bacon fat. Onions. Fill the hearts. Bake them in a roasting pan with the base side down, surrounded by new, scraped potatoes. The baking will require about an hour. A half cup to a cup of water must be added to the roasting pan to prevent the hearts from burning. When the hearts go into the oven, and it is desirable, although not necessary, that a strip of bacon be placed in the bottom of the pan to give a good flavor to the gravy when it is made and to give flavor to the meat as it is basted with the liquor in the pan.

Escaloped Eggplant.
Pare and cut a few firm egg plant into half inch cubes and cook in a small amount of boiling water until tender. Cut one onion (thinly sliced) in three thin pieces. Mix with a tablespoonful of chopped parsley and a half cup of canned tomatoes. Mix with eggplant and turn into a buttered



1885 1927

FORTY-TWO YEARS
WASHINGTON'S FAVORITEOriental
Brand
CoffeeBROWNING & BAINE, INC.
WASHINGTON, D. C.

DRANO

Always try "DRANO" first on a clogged or sluggish drain. Used as directed, it does the work quickly. It's sold in all our stores.

Per Can 23

Waltke's LAVA
Hand Soap

Greasy and dirty hands are quickly cleaned with LAVA. No other cake of soap does the work so quickly. Just buy one cake—you won't be without it after that.

Per Cake 6c

DRINK
TODDY
HOT OR COLD

A MEAL IN A GLASS

Large Tin 45c

Canned Stringless Beans
A can of cut stringless green beans is a big dime's worth. Get can of Shriver's or Trusty Friend.At All Our Stores
Per Can 10c
Per Can 39c

Per Can 10c

Per Can 19c

New Price Per Roll 10c

Per Can 10c

The Housekeeper



We have here a letter from a mother who wonders how she may best impress her son, who is in high school, with the fact that bad manners, wherever else may be guilty of them, should not be practiced by a young man who wishes to be a man. And readers, too, let me record my own associations with older boys—in the school of which this mother speaks—boys that her son considers shrines lights either because they are successful at their studies, or from families who are foolish enough to give them all the money they want, or because the boys themselves have a measure of personal charm sandwiched into their braggadocio nature. In spite—certainly not because of—these bad manners, it is so frequently true that either sudden accession to the wealth of money, or failure to find success in studies, just twice as often as would otherwise have been the case, for sometimes success fails to invite in individuals any desire to increase either their appreciation or their ability to go about their business in an efficient manner. Make of these a good example. If this son of yours, Miss M., has taken unto himself an example that you feel is not good for him, and if, as you say, up to this time your boy has demonstrated that he does not know the difference between a well-bred and an uncouth person in dining—material—then you may depend upon it he will revert to that type when he has had enough of a good thing, and you must supply him with the "example." But to oppose the friendship he has in the two would be foolish. Try another method. The people you can see know as I take it, of the rather quiet, well-mannered sort.

I should like them together, not once, but more than once, if it proves necessary, and in the best way possible. For the boy's old friends will be his new friends, and the boy will be a better friend to them. The boy's old friends will make the new friend stand out as rather different from the others, and not altogether desirable. And should he be a better friend to them, the boy's old friends will have something to do with him. We do not want him to be a snob, though, but to appreciate that he can teach other individuals as he passes them appreciating the good that they have to offer—and not good that they have to offer—but good that they have to offer.

He must, in other words, be taught to appreciate a fine line that is drawn between what environment may and may not be allowed to do to one. If you supply the example, the boy will see it, and if you are wise and patient and sane in handling your problem, you may be able to do more for your boy than help him make the adjustment to this age of uncertainty in youth than any other or three before or even will do again.

Now, then, remembering that this is a department of home-makers and that troubling of our young people touch our needs only in that they are one of the problems to be solved, we are sending friends to go on to a number of requests that are to be granted today—in the recipe line, and, after, too, at a menu tip our Sunday dinner.

Let us hope that there are many more positive and definite of these in the future; that is to say, to come today.

Yours,

(Signed)

Child of Nature of Grapefruit
Olives, Salted White
Stewed Lander Beans
Pax, Roasted Potatoes
Bacon, Sausage
Canned Asparagus
Dried Watercress with
French Dressing
Lemon Pie
Small Black or Red Cakes

Startled Leader Beans.

Carefully wash, and trim the loose edges from the beans, one of which has been a dinner for each person to be served, and wash them in hot water, and add a little salt and a tablespoon of vinegar. For the beans to prepare the usual boiled dressing used for poultry, setting chickens or walnut meats that have been beaten in not too small pieces of course. Then, add a few drops of vinegar, and a generous quantity of ground onion. Put the beans. Boil them in a roasting pan with the beans side down, surrounded by meat, except perhaps, when the beans are to be served as a garnish. A half cup of bacon fat should be added to the beans pan when the beans go into the oven, and it is desirable, although not necessary, that a strip of bacon be placed in the beans pan. This is a good way to get flavor to the beans as it is treated with the liquor in the pot.

Boiled Eggs.

Peel and cut a small slice from egg plant, half inch wide and one inch long, and add to the beans. Cook until tender. Cook an onion slightly sliced in three tablespoons of butter and add a tablespoon of chopped parsley and a half cup of cream tomatoes. Mix with eggplant and turn into a buttered

WATCH FOR HIM!



1885 1927
FORTY-TWO YEARS
WASHINGTON'S FAVORITE

Oriental
Brand
Coffee

Land O'Lakes
BUTTER
Per Lb. **52c**

**Cook's
Pound Cake**

Per Lb. **25c**

**LOFFLER'S 100% PURE
Meat Products**

Daily direct wagon delivery to our stores. Here are a few items.

Sliced Bacon... **1/2 Lb. 23c**

Skinless Franks... **Lb. 35c**

Smoked Ham... **Lb. 32c**

Smoked Shoulder... **Lb. 21c**

Lemon Filling.

Take one lemon, grate the rind and squeeze the juice into the top of a double boiler in which has been placed one cup of sugar and a large tablespoon of flour. Mix these ingredients and add four well-beaten eggs and a pint of boiling water. Cook until thick. Meringue for this pie requires the whites of two eggs beaten until stiff and dry looking and a tablespoon of granulated sugar which is beaten in gradually.

Here is a recipe for bread sticks.

One cup of boiled milk with one quarter of a cup of butter melted in it. When lukewarm add one-quarter cup yeast dissolved in three tablespoons of warm water—no more than one-half teaspoon sugar if you like, one scant teaspoon of salt, the white of one egg beaten stiff and four cups of flour. Knead well, rise over night. Roll into bars as big as walnuts, then into sticks, raise again, place two inches apart, for half an hour, then bake 25 minutes in a medium oven.

With the
Lindbergh Celebration

HOTEL HOUSTON CAFE
910 E Street
Washington, D. C.

Announces Its Opening
Saturday, June 11th

Specializing in seafood, steaks and chops. Table d'hote lunches and dinners, and the best the market affords. A la carte. All table service. Fine musical programs.

HOUSTON CAFE
Nicholas Gostow, Manager.

**THE SILENT
SALESMAN
Is Coming to
WASHINGTON**

Our Famous GREEN BAG COFFEE

Cheese, Etc.

Kraft's KAY... Jar, 27c

PABST-ETTE... Pkg., 23c

Phenix Cheese... 1/2-lb. pkg., 20c

Phila. Cream... 15c

Snappy... 15c

Longhorn Cream... Lb., 33c

Gelfand's Relish... 30c

Ritter's Relish... 19c

Blue Ribbon Relish... 30c

Poppy Nut... 30c

LOFFLER'S 100% PURE
Meat Products

Daily direct wagon delivery to our stores. Here are a few items.

Sliced Bacon... **1/2 Lb. 23c**

Skinless Franks... **Lb. 35c**

Smoked Ham... **Lb. 32c**

Smoked Shoulder... **Lb. 21c**

Lemon Filling.

Take one lemon, grate the rind and squeeze the juice into the top of a double boiler in which has been placed one cup of sugar and a large tablespoon of flour. Mix these ingredients and add four well-beaten eggs and a pint of boiling water. Cook until thick. Meringue for this pie requires the whites of two eggs beaten until stiff and dry looking and a tablespoon of granulated sugar which is beaten in gradually.

Here is a recipe for bread sticks.

One cup of boiled milk with one quarter of a cup of butter melted in it. When lukewarm add one-quarter cup yeast dissolved in three tablespoons of warm water—no more than one-half teaspoon sugar if you like, one scant teaspoon of salt, the white of one egg beaten stiff and four cups of flour. Knead well, rise over night. Roll into bars as big as walnuts, then into sticks, raise again, place two inches apart, for half an hour, then bake 25 minutes in a medium oven.

With the
Lindbergh Celebration

HOTEL HOUSTON CAFE
910 E Street
Washington, D. C.

Announces Its Opening
Saturday, June 11th

Specializing in seafood, steaks and chops. Table d'hote lunches and dinners, and the best the market affords. A la carte. All table service. Fine musical programs.

HOUSTON CAFE
Nicholas Gostow, Manager.

KEYSTONE GOODS—Hunt Bros. Co.

Apricot, No. 1... 17c

Apricots, No. 2 1/2... 33c

Cherries, No. 2 1/2... 39c

Cherries, No. 1... 23c

Figs, No. 1 Tin... 22 1/2c

Melba Pears, 2 1/2-lb. Can... 29c

Peaches, No. 2 1/2, Y. C... 25c

Peaches, No. 1, Sliced... 15c

Fruits for Salad, No. 1 Tin... 25c

KEYSTONE GOODS—Hunt Bros. Co.

Apricot, No. 1... 17c

Apricots, No. 2 1/2... 33c

Cherries, No. 2 1/2... 39c

Cherries, No. 1... 23c

Figs, No. 1 Tin... 22 1/2c

Melba Pears, 2 1/2-lb. Can... 29c

Peaches, No. 2 1/2, Y. C... 25c

Peaches, No. 1, Sliced... 15c

LIBBY'S GOODS

Asparagus, 1-lb. 15-oz. Tall, Mam. W., Peeled... 40c

Cherries, No. 2 1/2... 39c

Cherries, No. 1, Per Can... 23c

Peaches, Fancy, No. 2 1/2... 25c

Peaches, Peeled, No. 1, Per Can... 15c

Fruits for Salad... 25c

Sauerkraut, No. 2 1/2... 12 1/2c

YOUNG'S GOLDEN BANTAM CORN

Satisfaction when canned corn is served is dependent largely on the kind of corn. This Golden Bantam corn (a yellow grained sugar corn) has the unsurpassed excellence of all fine quality Maine corn.

TO MORE THOROUGHLY INTRODUCE, we offer it special all this week.

Bear in mind that Heart of Maine brand is unsurpassed, regardless of price.

Per Can **15c**

DRANO

Always try "DRANO" first on a clogged or sluggish drain. Used as directed, it does the work quickly. It's sold in all our stores.

Per Can **23**

TODDY HOT OR COLD

A MEAL IN A GLASS

Large Tin **45c**

Canned Spaghetti

Just heat in the can and serve.

Heinz Small... 9c

Med., 12 1/2c

Beechnut, 12 1/2c

FRANCO-AMERICAN 10c

Ritter's 9c

Please the Men and Boys

Buy a cake of

Waltke's LAVA Hand Soap

Greasy and dirty hands are quickly cleaned with LAVA. No other cake of soap does the work so quickly. Just buy one cake—you won't be without it after that.

Per Cake **6c**

CANARY Procter and Gamble's new toilet soap.

Per Can **10c**

Canned Stringless Beans

A can of cut stringless green beans is a big dime's worth. Get a can of Shriver's or Trusty Friend.

Per Can **10c**

EGG Sanitary Selected Fresh Eggs

Per Doz. **29c**

Dorsch's Split-Top Leaf

BREAD

Advertised in

The Evening Star

Per Loaf **13c**

KINGAN'S

"Crest" Brand

SLICED BACON

—is delivered direct to our stores

by Kingan's wagons. Famously good, moderate in price.

1/2-Lb. Pkgs., 23c

ROYAL

Fruit Flavored

GELATINE

Per Pkg. **10c**

Chewing Gum

Magazine Page of Fashions and Features

HEARTS' HAVEN

With Illustrations by Armstrong Sperry
By MILDRED BARBOUR.
(Copyright, 1927.)

CONCERNING THE ACTION AND THE CHARACTERS.

Christine Fair, pretty, popular, just 18, is invited to the commencement exercises of Radcliffe College. Her best friend is a friend of her childhood, both of whom are in love with Harvey.

They are:

Lewis Hayes, grave, dependable, doggedly wise, and his chum and roommate.

Harvey proposes to her and is accepted, so Lewis, after much soul-wringing, lets her loose on the eve of the wedding of Christine and Harvey. A year later their son is born.

Working for the firm which employs Harvey, Mrs. Hayes has discovered a chemical which she believes will cure cancer. Her son detaches to get his uncle, the president of the company, to put it across.

When she learns that Harvey is going to fast to death, she finds a place to live.

She goes to her parents, but they refuse to receive her.

Then she learns that Harvey is going to New York to try to earn a living. She makes her way with a middle-aged cousin, Anna Morris.

After weeks of effort she gets a job as a dancer in a cheap cabaret. Her funds are exhausted.

Her first venture is a proposal of marriage from the proprietor. Then she meets Lewis again.

Their friendship is resumed since he does not mind against either her or Harvey.

Christine writes a magazine series, "Cabaret Sketches," and succeeds in selling it to a magazine.

But she is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor, and can't afford to pay rent.

She is still poor,

LISTED BONDS SUFFER AGAIN FROM PRESSURE

FRIDAY, JUNE 10, 1927.

(Reported direct from the New York Stock Exchange by J. & W. Seligman & Co.)

Prices Generally Recede With Advent of More New Offerings.

FOREIGN ISSUES REACT

New York, June 10 (By the Associated Press) — Another large volume of new offerings pouring in against listed securities, and prices on the whole settled a little lower. With fresh issues still coming in at a rapid rate dealers generally look for little change in conditions until July 1st. The market seems destined to make little if any, when it is hoped that much of the present accumulation may be cleared from dealers' shelves.

Today's listlessness, undoubtedly was largely attributable to the fact many traders in anticipation of an idle Monday during the Lindbergh welcome. Preparations for tax payments on June 15 also was instrumental in keeping some traders out of the market.

Companies which were particularly buoyant during the earlier days of the week, again turned reactionary today. Erie D 4s were offered in large numbers, and dropped more than a point. International Telephone 5 1/2s developed a slight upward early portion of firmness. High grade issues were practically at a standstill.

Irregularity characterized the foreign group in which no pronounced buying movement was noticeable anywhere. Italian issues moved upward toward 100, no apparent sign of City of Milan 6 1/2s, in particular, declining sharply.

Second Liberty 4 1/2s were under quiet accumulation and firms up slightly.

Secretary Mellon intimated that the time for exchange of these bonds for new and freely 3 1/2s may be extended beyond June 15.

LOCAL STOCK EXCHANGE

Sales—Total, 11,151 a.m.; Wash. Gas Co., \$193, Ser. A, \$500 at 103 1/4; Continental Elec. pf. 5 1/2%, 65 at 101 1/2; 30 at 101 1/2, 10 at 101 1/2, 10 at 101 1/2.

Wash. Ry. & Elec. pf. 11 at 91 1/2; Amer. Sew. & Ind. 10 at 100; Continental Trust Co. 10 at 100; Margenthaler Linotype 10 at 113.

After call:

Washington Gas Light, 10 at 75; 10 at 75 1/2, 20 at 75 1/2.

Capital Tractions 5s, \$1,500 at 101 1/2; 30 at 101 1/2, \$3,000 at 101 1/2.

Wash. Ry. & Elec. com. 10 at 380.

20 at 250.

Potomac Elec. pf. 6% at 108 1/2; 10 at 108 1/2.

G. & P. Tel. of Va. 5s, \$500 at 101 1/2.

Capital Traction Co. 9 at 104.

10 at 104, 20 at 104 1/2.

North. Stk. Ld. Bank 10 at 100.

Call loans, 5 and 6 per cent.

BONDS.

PUBLIC UTILITIES.

Bid Ask.

Amer. Tel. & Tel. conv. 4s, 99 1/2 at 99 1/2.

Amer. T. & Tel. conv. 5s, 104 1/2 at 104 1/2.

Am. & Tel. & Tel. conv. 6s, 96.

Am. & Tel. & Tel. conv. 7s, 100 1/2 at 100 1/2.

City & Sub. Ry. 1st 5s, 92.

Georgetown Gas Lt. Ld. 5s, 101.

Loc. Elec. Pow. 5s, 101 1/2.

Loc. Elec. Pow. 6s, 101 1/2.

Loc. Elec. Pow. 7s, 101 1/2.

Loc. Elec. Pow. 8s, 101 1/2.

Loc. Elec. Pow. 9s, 101 1/2.

Loc. Elec. Pow. 10s, 101 1/2.

Loc. Elec. Pow. 11s, 101 1/2.

Loc. Elec. Pow. 12s, 101 1/2.

Loc. Elec. Pow. 13s, 101 1/2.

Loc. Elec. Pow. 14s, 101 1/2.

Loc. Elec. Pow. 15s, 101 1/2.

Loc. Elec. Pow. 16s, 101 1/2.

Loc. Elec. Pow. 17s, 101 1/2.

Loc. Elec. Pow. 18s, 101 1/2.

Loc. Elec. Pow. 19s, 101 1/2.

Loc. Elec. Pow. 20s, 101 1/2.

Loc. Elec. Pow. 21s, 101 1/2.

Loc. Elec. Pow. 22s, 101 1/2.

Loc. Elec. Pow. 23s, 101 1/2.

Loc. Elec. Pow. 24s, 101 1/2.

Loc. Elec. Pow. 25s, 101 1/2.

Loc. Elec. Pow. 26s, 101 1/2.

Loc. Elec. Pow. 27s, 101 1/2.

Loc. Elec. Pow. 28s, 101 1/2.

Loc. Elec. Pow. 29s, 101 1/2.

Loc. Elec. Pow. 30s, 101 1/2.

Loc. Elec. Pow. 31s, 101 1/2.

Loc. Elec. Pow. 32s, 101 1/2.

Loc. Elec. Pow. 33s, 101 1/2.

Loc. Elec. Pow. 34s, 101 1/2.

Loc. Elec. Pow. 35s, 101 1/2.

Loc. Elec. Pow. 36s, 101 1/2.

Loc. Elec. Pow. 37s, 101 1/2.

Loc. Elec. Pow. 38s, 101 1/2.

Loc. Elec. Pow. 39s, 101 1/2.

Loc. Elec. Pow. 40s, 101 1/2.

Loc. Elec. Pow. 41s, 101 1/2.

Loc. Elec. Pow. 42s, 101 1/2.

Loc. Elec. Pow. 43s, 101 1/2.

Loc. Elec. Pow. 44s, 101 1/2.

Loc. Elec. Pow. 45s, 101 1/2.

Loc. Elec. Pow. 46s, 101 1/2.

Loc. Elec. Pow. 47s, 101 1/2.

Loc. Elec. Pow. 48s, 101 1/2.

Loc. Elec. Pow. 49s, 101 1/2.

Loc. Elec. Pow. 50s, 101 1/2.

Loc. Elec. Pow. 51s, 101 1/2.

Loc. Elec. Pow. 52s, 101 1/2.

Loc. Elec. Pow. 53s, 101 1/2.

Loc. Elec. Pow. 54s, 101 1/2.

Loc. Elec. Pow. 55s, 101 1/2.

Loc. Elec. Pow. 56s, 101 1/2.

Loc. Elec. Pow. 57s, 101 1/2.

Loc. Elec. Pow. 58s, 101 1/2.

Loc. Elec. Pow. 59s, 101 1/2.

Loc. Elec. Pow. 60s, 101 1/2.

Loc. Elec. Pow. 61s, 101 1/2.

Loc. Elec. Pow. 62s, 101 1/2.

Loc. Elec. Pow. 63s, 101 1/2.

Loc. Elec. Pow. 64s, 101 1/2.

Loc. Elec. Pow. 65s, 101 1/2.

Loc. Elec. Pow. 66s, 101 1/2.

Loc. Elec. Pow. 67s, 101 1/2.

Loc. Elec. Pow. 68s, 101 1/2.

Loc. Elec. Pow. 69s, 101 1/2.

Loc. Elec. Pow. 70s, 101 1/2.

Loc. Elec. Pow. 71s, 101 1/2.

Loc. Elec. Pow. 72s, 101 1/2.

Loc. Elec. Pow. 73s, 101 1/2.

Loc. Elec. Pow. 74s, 101 1/2.

Loc. Elec. Pow. 75s, 101 1/2.

Loc. Elec. Pow. 76s, 101 1/2.

Loc. Elec. Pow. 77s, 101 1/2.

Loc. Elec. Pow. 78s, 101 1/2.

Loc. Elec. Pow. 79s, 101 1/2.

Loc. Elec. Pow. 80s, 101 1/2.

Loc. Elec. Pow. 81s, 101 1/2.

Loc. Elec. Pow. 82s, 101 1/2.

Loc. Elec. Pow. 83s, 101 1/2.

Loc. Elec. Pow. 84s, 101 1/2.

Loc. Elec. Pow. 85s, 101 1/2.

Loc. Elec. Pow. 86s, 101 1/2.

Loc. Elec. Pow. 87s, 101 1/2.

Loc. Elec. Pow. 88s, 101 1/2.

Loc. Elec. Pow. 89s, 101 1/2.

Loc. Elec. Pow. 90s, 101 1/2.

Loc. Elec. Pow. 91s, 101 1/2.

Loc. Elec. Pow. 92s, 101 1/2.

Loc. Elec. Pow. 93s, 101 1/2.

Loc. Elec. Pow. 94s, 101 1/2.

Loc. Elec. Pow. 95s, 101 1/2.

Loc. Elec. Pow. 96s, 101 1/2.

Loc. Elec. Pow. 97s, 101 1/2.

Loc. Elec. Pow. 98s, 101 1/2.

Loc. Elec. Pow. 99s, 101 1/2.

Loc. Elec. Pow. 100s, 101 1/2.

Loc. Elec. Pow. 101s, 101 1/2.

Loc. Elec. Pow. 102s, 101 1/2.

Loc. Elec. Pow. 103s, 101 1/2.

Loc. Elec. Pow. 104s, 101 1/2.

Loc. Elec. Pow. 105s, 101 1/2.

Loc. Elec. Pow. 106s, 101 1/2.

Loc. Elec. Pow. 107s, 101 1/2.

Loc. Elec. Pow. 108s, 101 1/2.

BANKER STRESSES NEED OF ATTESTING ALL REALTY NOTES

Duplicating of Trusts Cause
of Heavy Losses, Hot
Springs Meet Told.

FINANCIERS ASK PAPER BE CLEARLY IDENTIFIED

Resolution Follows Address
by F. G. Addison; Insti-
tute Shows Growth.

By F. W. PATTERSON.

Hot Springs, Va., June 10.—The importance of having all real estate notes certified to by responsible title companies was stressed today by Francis G. Addison, vice president of the Security Savings and Commercial Bank, in the principal address on the program in meeting here.

Dozens of resolutions have resulted to Washington banks and others through the duplicating of real estate notes and citing a number of cases which a study of the subject revealed. Mr. Addison recommended that all first trust deeds be certified and inserted in the title companies so that member banks will not continue to look with distrust upon such paper or acceptance as collateral for a loan.

So important were the recommendations of Mr. Addison in what was the outstanding address on today's program that immediately following its conclusion his motion was carried. Maurice D. Rosenbaum, president of the Bank of Commerce and Savings, that the matter be referred to the resolution committee with instructions to bring out a suitable resolution which would place the District Bankers' Association on record as favoring the polity.

The resolution would urge that all real estate notes other than first liens should be identified and certified by the title companies, at least as a notary public, and complete papers, including title certificates, insurance policy, and recorder's receipt for the deed of trust should be furnished in every instance where notes are requested again and again.

Institute Matters Discussed.

W. W. Spalding, first vice president of the association, spoke over today's meeting on the institute.

Except for the principal address above referred to, the session today was almost wholly devoted to Washington Chapter American Institute of Banking, the activities of which in the District are largely supported by the District Bankers Association.

A resume of the activities of the Washington Chapter for the year ended May 31 was given by H. H. Hunter, chairman of the executive committee, reported that the enrollment of students in the educational courses reached a total of 620 students, of which 493 completed the courses, with 475 receiving passing marks. This was an increase of 60 per cent over the preceding year. Again it was shown that the mortality rate in class enrollments for the year was 21 per cent, as compared with 28 per cent the preceding year, which was the previous low mark.

Bankers' Support Praised.

Concluding his report Mr. Spalding paid tribute to the administrators of the District Bankers Association for its ability in securing the support of the chapter, as well as for its hearty cooperation throughout his administration, to the officers of the local chapter for their zeal in making his successful year possible, and the membership for their interest in all of the activities, both serious and social.

Following the address of the chapter president the winners of the essay contest conducted each year under the auspices of the District Bankers' Association were introduced and each in turn read his paper to the assembled bankers.

The subject on which the essayists were asked to write was "The Improved Service to Customers That Has Been Made Possible by the Policy of the Service Charge and the Results to the Bank," and the winning paper was that of H. T. Bissell, Riggs National Bank, who had the distinction of having been awarded the first prize in 1925. The paper was read by that submitted by Miss Lois A. White, First Assistant National Bank, whose appearance on the platform was greeted with loud acclaim, and she is the first Washington banker woman to ever have placed in the essay contests, while the three papers read were that of Alfred W. Sherman, American Trust Co. Trust Co.

Meeting Closes Tomorrow.

Following the reading of the papers, a discussion led by Edward Moran, president, was conducted in which many of the bank officials took part.

The concluding address of the day was that of Louis Rothchild, of the Washington Better Business Bureau, who outlined to the bankers many of the accomplishments of the bureau in its efforts to put down fraud in Washington.

The women in attendance at the convention were entertained today with a luncheon at the Cascades Golf Club, followed by a business meeting, while at night the entertainment for the bankers' party consisted of singing by the Bankers' Quartet and dancing in the crystal room of the Homestead. Tomorrow, June 12, will be the concluding one of the committee work with the reports of the committees out of the way, the annual election of officers and their installation will bring the formal part of the four-day meeting to a close. Sunday will be devoted to golf and other outdoor sports, with the special train departing for Washington at 10:30 p. m. and arriving at 7 a. m. Monday.

NEW YORK PRODUCE.

New York, June 10 (By A. P.)—SUGAR—Steady; receipts, 30,000 cwt.; creamery, steady; coffee, 42,000 cwt.; eggs, 66 to 91 score; 30,000 @ \$1.42.

Eggs—Steady; receipts, 30,000.

CHEESE—Steady; receipts, 285,115 cwt.; whole milk, flats, fresh, fancy, 25¢.

POULTRY—Live: Firm; broilers, by species, 20 @ \$1.41; dressed, 100 @ \$1.42.

Coffee—Spot, easy; Rio, No. 7, 14.5¢; Santos, 4.1¢; Santos, 4.1¢.

COFFEE—Spot, easy; Rio, No. 7, 14.5¢.

COFFEE—Spot, easy; Rio, No. 7, 14.5¢; Santos, 4.1¢; Santos, 4.1¢.

COFFEE—Spot, easy; Rio, No. 7, 14.5¢.

COFFEE—Spot, easy; Rio, No. 7, 14.5¢; Santos, 4.1¢; Santos, 4.1¢.

COFFEE—Spot, easy; Rio, No. 7, 14.5¢.

APARTMENTS FOR RENT

Furnished

1402 11 ST. NW.—Bachelor apt., one large room; private bath; for gentleman. \$12. Officer's family will rent attractive furnished apartment, \$12. Rent to be paid in advance. Address: Box 640, The Dupont. Tel. 5800.

OPPOSITE MAYFLOWER—Unusually desirable very roomy, kitchen-dining room combination; bath, sun parlor; porches; clean, quiet; artistic; cont'd; hot water. Tel. 5811. Rent to be paid in advance. Address: Box 640, The Dupont. Tel. 5800.

HIGHER TYPE young congenial girl wanted to share very attractive downtown apt., Tel. 5811. Apply to Mrs. C. E. MORAN & CO., Inc., 318 Southern Building, Columbia 6003. Tel. 5812.

SUMMER OR PERMA—Ideal summer apt., or 2 r. c. b.; large inclosed breakfast-sleeping porch; garage; spacious clean; quiet; roomy; bath; sun parlor; double garage; fruit trees; garden planted. Address: Laurel, 16th St. N.W. Tel. 5812.

1801 K ST. NW—Three rooms, kitchen and bath; completely equipped; July 1 to September 15; summer rates. Phone M. 6356. April 6011.

1816 16TH ST. Apt. 5—Very desirable double and triple room; kitchen-dining room combination; bath, sun parlor; porches; clean, quiet; houselike; contains w. w. opportunity for right girl. Tel. 5812.

Furnished or Unfurnished

AT Laurel, Md., tan-roof house, one block E. of station; two blocks bus line; hot-water tank; central heat; double garage; fruit trees; garden planted. Address: Laurel, 16th St. N.W. Tel. 5812.

BEAUTIFULLY FURNISHED 2-room apt., modern apt. bld., near 14th and Park Rd.; also carpeted in living room. Oriental rug; porch; baby's bed if desired. Address: Laurel, 16th St. N.W. Tel. 5812.

MEDRICK, 1801 K—Aisy corner one-room apartment; 2 rm., bath, sun parlor. Main 6356.

THE MARSHALL SERVICE, 1402 11th St. NW—3rd fl.—3 rooms, kitchen and bath; 2 rm. with 2 rm. with b. c. can comfortably accommodate 4—\$50 each. Meals included. Tel. 5812.

PARK ROAD—Cheerful, airy, sunny furn.; rm. w. b. c. apt. for summer or permanent elevator. The Faile, apt. 44; \$50 for 3 months; \$100 for 6 months. Tel. 5812.

16TH ST. NW, 1012—Large room, private bath; exceptional cuisine and service; \$15. Day, week or month. Tel. 5812.

WARDMAN PARK Annex, 2 rooms, kitchen and bath; sun parlor; for summer. April 6141. Condo. 4741.

18TH ST. NW, 1012—Living room, bath, kitchen, sun parlor; expat. Ring apt. 11. Tel. 5812.

Overlooking Rock Creek Park

A studio; 2 rooms, sleeping porch, kit., bath, sun parlor; clean; ready for summer reduced; \$50. Address 1014.

1404 EUCLID ST. N.W.

For summer, quiet, airy, sunny furn.; electric lights included. Price, \$50. Tel. 5812.

Furnished or Unfurnished

THE ARGONNE—Will subdivide. Apartments 117 and 119; 2 rms., kit., bath, hall; st. sacrifices. Address 180 or 181. Tel. 5812.

MEAR DUFORT CIRCLE—A large outside room; 2 rm., bath; sun parlor; hot water; rates. April 1627. 19th st. at 40th. Tel. 5812.

TWO, THREE AND FOUR ROOMS; bath, hot water, porch; lower floor; well located; \$100. Tel. 5812 to 630. Apply to C. E. CAPITOL, Lincoln 2637.

A few desirable apartments; housekeeping or non-housekeeping; furnished or unfurnished; complete equipment; offered at attractive rates for long or short periods. Tel. 5812.

UNDER WARDMAN MANAGEMENT.

TOURISTS' ATTENTION.

Living room, bedroom, kitchen and bath, new and thoroughly furnished; with or without hotel services; 2 rm., bath, sun parlor; \$125. Tel. 5812. Resident manager. Apt. 1. Pot. 2116.

Unfurnished

FIVE ROOMS, bath, large porch; only \$55. Tel. 5812. Mrs. Manuel, 1135 23rd st. n. Tel. 17.

IN PEWTOPH—Two or three rooms; beautiful porch; sun parlor; for summer; \$15. Adams 1430 or 1431. Tel. 5812.

COLORADO—223 nw, delightful first-story apt.; 4 rooms; large porch, bath, sun parlor; \$125. Tel. 5812.

RENTS REDUCED

Down town office, 1311 H st. nw, adjoining Times office; 2 rm., bath, kitchen, sun parlor; \$125. Tel. 5812.

H. R. HOWENSTEIN CO. 1311 H St. N.W. Main 908.

BUSINESS PROPERTY

For Sale

POINT BLACKSTONE (COLTONS)—Stately brick and stone bldg., State highway. Bus. service. 50-foot lots; porches; fruit, shrubbery. Tel. 5812.

REALTY EXCHANGE

FOR EXCHANGE—We purchase houses at foreclosure. Real estate salesman should obtain our list. Want nearby acreage or forest land; \$1000. Tel. 5812.

H. R. HOWENSTEIN CO. 1311 H St. N.W. Main 1015.

OFFICES—STUDIOS

INSPECT OUR OFFERINGS

THE EDMONDS BUILDING 917 15TH ST. N.W.

A THREE STORY BUILDING SHANNON & LUGHS, INC. MAIN 2840.

SALES, 18th & 30th Sts. Tel. 5812.

RENTS REDUCED

Down town office, 1311 H st. nw, adjoining Times office; 2 rm., bath, kitchen, sun parlor; \$125. Tel. 5812.

The Beacon Apartments.

1801 Calvert st. nw, best apt., in city. Tel. 5812 and up. All large, sound-proof, outside rooms; well equipped; all-night telephone; Columbia 3008. Tel. 5812.

1 ST. NW, 1347—Married couple or two ladies can obtain "airy" furnished apartments; reasonable; \$125. Tel. 5812.

VERY DESIRABLE 5 rooms and bath; July 1; all modern; kitchen, bath, sun parlor; large room; cool in summer; Frigidaire available. Walter A. Brown, 1400 H St. Tel. 5812.

TWO front rooms; for h. b. \$25 per month; bath and heat. 304 E. St. nw.

The Beacon Apartments.

1801 Calvert st. nw, best apt., in city. Tel. 5812 and up. All large, sound-proof, outside rooms; well equipped; all-night telephone; Columbia 3008. Tel. 5812.

13TH ST. NW, 5513, Apt. 22—Beach corner; 3 rooms, kitchen and bath; sun parlor; \$125. Tel. 5812.

NEAR 18TH & COLUMBIA—D. N.E.—Nice front apartment, 4 rooms, large porch, parlor, \$65. Tel. 5812.

2700 CONNECTICUT AVE. 1 room, kitchen and bath. \$50.

2 rooms, kitchen and bath. \$75.

3 rooms, kitchen and bath. \$125.

Apply Resident Manager. Col. 5106, or

WM. FRANK TYSON, Agent, 738-42 Investment Bldg. M. 1580.

11

PA. AVE. NW, 1028—Three-room apartment; private bath; heat and light; reasonably priced; centrally located. Phone Franklin 6353.

THE AUGUSTA 1151 N. J. Ave. N.W.

12-3 rms., bath, kitchen, bath, sun parlor; \$80. Tel. 5812.

24-34-35 rms., kitchen and bath. \$125.

Apply Resident Manager. Col. 5106, or

HUNTINGTON 2715 14th St. N.W.

Appts. 2-1 rm., kit. and bath with hall. \$50. Tel. 5812.

2-3 rm., kit. and bath with hall. \$80. Tel. 5812.

WEAVER BROS. 509 15th St. n.w. Phone Main 9486. 13

THOMPTON COURTS 410 Cedar St., Takoma Park 10 rooms and bath; well located; \$100. Tel. 5812.

NEW BUILDING CORNER 2D AND A STS. N.E. CONVENIENT TO STATION AND HOUSE OFFICE BUILDINGS.

Appts. 1-2 rm., kit. and bath. \$47. Tel. 5812.

1438 COLUMBIA ROAD N.W. Two front apartments of 2 rooms, kitchen and bath. Rents very reasonable. Tel. 5812.

W.M. SAUNDERS CO. INC. Builders—Established 1887. 1433 K St. N.W. Main 1016-7.

13

LOWEST RENTS IN CITY. 1811 14th St. N.W.

Two desirable, modern, new modern fireproof building. Rent \$37.50 and \$55. Rent or phone for auto to inspect. SHOWCASE BEAUTY CO. 404 Vermont St. Columbia 1234. Tel. 5812.

1862 ONTARIO PLACE N.W. Two front apartments of 2 rooms, kitchen and bath. Rents very reasonable. Tel. 5812.

C. E. MORAN & CO. INC. 318 Southern Building. Tel. 5812.

ONE BLOCK WEST OF WISCONSIN AVE. & 37TH ST. 16th BLDK. W.TUNLAW RD.

Most exclusive residential location; 4 rooms; tiled bath, shower, sun parlor; hardwood floors throughout. Three spacious bedrooms; large living room; fireplace; balcony; brook tub, shower, standard fixtures. Grounds tastefully landscaped. Apartment must be sold this month; and can be rented for \$100 per month higher in same location. Columbia 6003 will bring car for inspection. Tel. 5812.

THE WYOMING 1802 14th street car line and 16th street. 2 baths; 5 rooms; bath; 2 rooms; bath; 2 rooms; kitchen; bath; sun parlor; on premises. Tel. 5812.

Attractive Homes for Colored 1400 and 1410 Corcoran St. n.w. Tel. 5812. Well-constructed, \$80 per month. Tel. 5812.

IDEAL HOME AND INVESTMENT. 1818 KILBOURNE FL. NW—5 rooms and garage; new; 200; rent from June 15 to Sept. 15. Tel. 5812.

WEASLEY HEIGHTS—Delightful and cool; surrounded by trees, lawns, shrubs; garage, laundry, electric, bath, sun parlor; porch; within one block; available from June 22 to Sept. 15. Cleveland 3892.

WILLIAMS 1818 NW—New, cool, de-

signed; very roomy; kitchen-dining room combination; bath, sun parlor; porches; clean, quiet; houselike; contains w. w. opportunity for right girl. Tel. 5812.

Furnished or Unfurnished

AT Laurel, Md., tan-roof house, one block E. of station; two blocks bus line; hot-water tank; central heat; double garage; fruit trees; garden planted. Address: Laurel, 16th St. N.W. Tel. 5812.

IDEAL HOME AND INVESTMENT. 1818 KILBOURNE FL. NW—5 rooms and garage; new; 200; rent from June 15 to Sept. 15. Tel. 5812.

WEASLEY HEIGHTS—Delightful and cool; surrounded by trees, lawns, shrubs; garage, laundry, electric, bath, sun parlor; porch; within one block; available from June 22 to Sept. 15. Cleveland 3892.

WILLIAMS 1818 NW—New, cool, de-

signed; very roomy; kitchen-dining room combination; bath, sun parlor; porches; clean, quiet; houselike; contains w. w. opportunity for right girl. Tel. 5812.

Furnished or Unfurnished

AT Laurel, Md., tan-roof house, one block E. of station; two blocks bus line; hot-water tank; central heat; double garage; fruit trees; garden planted. Address: Laurel, 16th St. N.W. Tel. 5812.

IDEAL HOME AND INVESTMENT. 1818 KILBOURNE FL. NW—5 rooms and garage; new; 200; rent from June 15 to Sept. 15. Tel. 5812.

WEASLEY HEIGHTS—Delightful and cool; surrounded by trees, lawns, shrubs; garage, laundry, electric, bath, sun parlor; porch; within one block; available from June 22 to Sept. 15. Cleveland 3892.

WILLIAMS 1818 NW—New, cool, de-

signed; very roomy; kitchen-dining room combination; bath, sun parlor; porches; clean, quiet; houselike; contains w. w. opportunity for right girl. Tel. 5812.

Furnished or Unfurnished

AT Laurel, Md., tan-roof house, one block E. of station; two blocks bus line; hot-water tank; central heat; double garage; fruit trees; garden planted. Address: Laurel, 16th St. N.W. Tel. 5812.

IDEAL HOME AND INVESTMENT. 1818 KILBOURNE FL. NW—5 rooms and garage; new; 200; rent from June 15 to Sept. 15. Tel. 5812.

WEASLEY HEIGHTS—Delightful and cool; surrounded by trees, lawns, shrubs; garage, laundry, electric, bath, sun parlor; porch; within one block; available from June 22 to Sept. 15. Cleveland 3892.

WILLIAMS 1818 NW—New, cool, de-

signed; very roomy; kitchen-dining room combination; bath, sun parlor; porches; clean, quiet; houselike; contains w. w. opportunity for right girl. Tel. 5812.

Furnished or Unfurnished

AT Laurel, Md., tan-roof house, one block E. of station; two blocks bus line; hot-water tank; central heat; double garage; fruit trees; garden planted. Address: Laurel, 16th St. N.W. Tel. 5812.

SPECIAL LINDBERGH SECTION

Welcome
To Capital

The Washington Post

Hail Lone
Air Hero

WASHINGTON, SATURDAY, JUNE 11, 1927.

*Capital and Nation Welcome Charles A. Lindbergh,
Hero of First Nonstop Flight From New York to Paris*



Charles A. Lindbergh

UNDERWOOD &
UNDERWOOD

HERO, IN OBSCURITY, TRAINED FOR FAME

MORE THAN 1,800 HOURS IN AIR, FLIER'S RECORD

Lindbergh, Born in Detroit,
Was Scion of Noble Fam-
ily of Old Sweden.

MOTHER OF IRISH BLOOD

Destiny must have deliberately fashioned Charles A. Lindbergh for a national hero. It must have been a job in the making for 25 years. Most certainly there have been none in the past who better fitted the role.

Whatever were the forces that within one month's time catapulted this blond youngster from an obscure mail flier into world acclaim, they could have acted no better to fire the people's imagination. He was thrust suddenly upon a people that were satiated with thrills, yet he gave them one such as they had seldom experienced before.

Since the beginning of time there have been heroes adored by various peoples. And with the establishment of quick communication between all parts of the world heroic exploits have occurred with such frequency as to test the adulterating capabilities. Yet today a 25-year-old youngster, his appearance belying his majority and the things he is known to have done, rests on a high pedestal such as only Dewey-Hobson and Grant have known.

Feted by kings and rulers of other names, by men whose names are household words in many lands, by peoples of Latin and English tongues, he is receiving only, and none will deny it, his well deserving due.

Faced Perils in Obscurity.

What manner of things is it then that should keep such a man so long from the public eye? Surely he has not lived a wholly useless, uneventful life, and then suddenly stepped out and done something to stir the admiration of the world. If you will read the history of this man you will find that this is far from so. Verily, he has experienced greater dangers in obscurity than he did as the focal point of the world's eye.

More than 1,800 hours he has spent in the air. Four times he has left his plane at altitudes with naught but a bundle of silk between him and death, and as many times has he successfully averted that which has sent countless other aviators to quickly forgotten ends.

Many times has he been in such peril of the air as called for greater and keener wit than was shown on his New York to Paris flight; yet no medals were pinned on his breast, no kings or presidents or prime ministers received him. No greater courage has he ever shown than at the time, for instance, when he stuck to his plane until it was within 300 feet of the ground and then taking to his chute landed flat on his back, and yet, before the blood had quit gushing from his nose and the pain had left his wracked back, he was in the air again.

Why was he not acclaimed for that? It must have been because Destiny was simply preparing him for an exploit that would spicce sated appetites, one that spur the warm blood through the body of the most morbid.

Knows What Public Wants.

Man has sat on the deck of a steamer at sea of nights, reclined in an easy plushed chair and gazed into the heavens above, contemplated the star-dotted darkness of it all, the blackness of the sea and the utter desolation of it all. He knows what it must mean, or rather he tries to comprehend it, to go out into that abysmal mist all alone, where a misstep means a lonely death and where life itself seems a weird, impossible thing.

But the run of the species does not know what it is to jump from an airplane 10,000 or 15,000 feet in the air. Therefore he gives his unstinted tribute to the one who goes out to sea alone at night.

If you will study this man Lindbergh you will see that under his simplicities there are touches of showmanship. He knows a lot about audiences and publics and what they want and are willing to pay to see. There is nothing strange about this, for in his early life as flier it meant his livelihood to do stunts. There was a time when people were willing to pay merely to see an aviator in the air. But it was before Lindy's time. When he came along, ambitious to go up and meet the sun, the people demanded a neck or at least a limb. So it was this youngster's business to simulate giving them that. And only his skill with a certain proportion of luck thrown in, kept him all together after thrilling them.

There was a time out at St. Louis, it is recalled, when Lindy was engaged to edify the spectators of a Mississippi River regatta. And he did. He so thrilled one man that the man fell overboard from his launch. Lindy shot down toward him from a nose dive high in the air—shot down at a straight course as a star might drop from the heavens. He came so close to the launch that its owner thought a ducking was the better part of valor and a ducking he got. Then Lindy straightened and rose gracefully into the air.

Hero Born in Detroit.

It is not on record that there was any great commotion in the City of Detroit on February 2, 1902. It was the day that Charles A. Lindbergh became a vital statistic, and to the world in general, that is about all he amounted to. To a proud mother and father he meant the beginning of a new world, a responsibility that was to give them alternate worry and pride in their

FLIER LANDS WHILE 150,000 BRITONS CHEER



Col. Charles A. Lindbergh landing at Croydon Aerodrome, near London, England, amid an enthusiastic crowd of approximately 150,000 persons, who had gathered at the field to do honor to the hero.

later years. To them he had definite characteristics and markings that then and there vouchsafed him as one of the world's future great men.

But there were other babies born that day, countless numbers of them; so about the only note the City of Detroit officially made of the event was a report by the health officer that a baby had been born to Mr. and Mrs. Lindbergh.

The elder Lindbergh had come to this country when a tiny tot himself. His father had long and noble ancestry back in Sweden, an ancestry that smacked of royalty.

This grandfather of today's hero had in abundance the blood that was to be transfused into the Charles Lindbergh we know. He had the hardihood and the courage to leave the Old World and seek adventure in the Elysian fields of the Western Hemisphere. And once over here, he did not cling to the centers of population, which a man with less courage had done.

Moves Out to Minnesota.

He moved out to fields that were still uncultivated and from whose fertility he was willing to wrest his harvest. He went out on the edge of this rapidly developing country, out West, to a place known as Little Falls, Minn. And with him he carried his wife and Charles Lindbergh's father, who himself was subsequently to become respected and a leader of his community.

He was to serve ten years, in Congress, from 1910 to 1917, a man who commanded the respect of his colleagues, and who was stricken down while seeking greater honors at the hands of his State. Just as the original Lindbergh to come to this country showed such hardihood as, for instance, to let a surgeon amputate his arm while he gritted his teeth, and to go again into the woods to hew away trees within a remarkably short time, so did the flier's father, Charles A., senior, once undergo an operation for appendicitis without the quieting assistance of an anesthetic, and to talk to a colleague about the Federal Reserve Banks as he did so.

Mother of Irish Descent.

Charles' mother, Evangeline, is of Irish descent, but she is authority for the statement that the boy has a predominance of his father's characteristics. She is now a school teacher in Detroit, an instructor in high school chemistry. This is the life of her widowhood. Her brother is a member of the city council of Detroit, and at the time Lindbergh landed in Paris he was the acting mayor.

Thus, while Detroit has played such a prominent part in the life of his mother, and while it was the city in which Lindbergh first saw the light of day, it has never meant much to him.

It is in the little town of Little Falls that he spent his boyhood, roaming the woods and lakes, and trudging the furrows of ploughed fields. It was here that he had most of his primary education, and from it that he first went away to college for a little more than a year, and subsequently from where he ventured forth to a slow but enduring fortune and fame.

And it was here that his mother got her first knowledge of his flair for experimenting. Incidentally, the cat which belonged to the people with whom the Lindberghs lived, also knew of this flair.

Tries Experiment on Cat.

It was the cat that was the subject of the experiment. Lindy had heard that a cat would always fall on its feet regardless of from which position it might fall—or be dropped. Lindy, as he proved later in school, was not much for depending on the books. He was strong for finding out things for him-

self. This theory that a cat would fall feet down must be put to a test. It was

The little girl of the people who owned the cat, who wore her hair in pig tails, was either a tattle-tale or incensed by Lindy's act that she could not restrain herself. At any rate, when Mrs. Lindbergh came home there was the little girl to greet her and tell her that Lindy had been mistreating the cat.

It was when Mrs. Lindbergh sharply questioned her son that it was developed that Lindy had been experimenting. All he had done was to drop the cat from the porch, and sure enough the feline had landed on its feet.

Lindy was not a scholar in school. Both his mother and Miss Elizabeth E. Marshall, of Friends School here, will tell you that Miss Marshall taught him during the short while that he attended school here while his father was a member of Congress. He did not even show so much adaptation to mathematics, both of these agree, yet mathematics means a lot to an aviator.

Excelling in Gymnastics.

As his teacher here recalls him, he was at his best at gymnastics and manual training. His school associates here called him "Cheese," his surname suggesting Limberger cheese to their childish minds. He had few friends in school. Yet he was not unsociable. He was simply of a retiring disposition and seemed to want to be alone.

There is some explanation of this in the stories that are told about him back home. He was a man of the laboratories, so to speak. It was his wont to get under a house and make an iceboat of a hulk, a motorcycle engine and an airplane propeller.

This contrivance rambled over Lake Mendota in the winter of 1924 until it came to tragic grief. That was when it collided with an ice boat of more durable composition. Then Lindy built another one.

The boy was kept in school through his high school period, thanks to the perseverance of his parents, and at the age of 16 he graduated, at Little Falls,

FLYING CADET



Charles A. Lindbergh as a flying cadet.

in 1918. Then he entered the School of Mechanical Engineering of the University of Wisconsin. Mechanics were his hobby, but they moved too slowly at the university, as Lindy saw it, to suit his mechanical tastes. He ran the theory and the practical phases, and then he tired of the classroom.

So, after about a year and a half of it, he quit. He came back to Little Falls and the farm. There he helped his father behind the plow. He added muscles to that rustic six-foot frame of his. He added lustre to those deep green eyes and that inimitable carelessness to his blond hair.

His father was a man who ploughed a lone existence, a man who gave his time to thought and not talk. It was inevitable that Charles should be a counterpart of him, and that there should develop a friendship and fellowship that does not come solely of blood ties. Together they worked in the field; together and separately they roamed the woods with a dog, communed with nature and studied it, and thought.

The father was of that type of philosopher who has mingled with men in high office and seen the weaknesses of them, and he imparted this knowledge to his son as they talked of the world and the hereafter as only two thinkers could.

Scattered Father's Ashes.

The boy was fairly well started in the business that was to bring him fame when the father died in 1924, while he was a candidate for governor of his State on the Farmer-Labor ticket. Out of that close fellowship of father and son had been born the father's desire that the son scatter his ashes when he died. And the son was true to his trust. In an airplane which he had acquired to do stunts for crowds at county fairs, the boy flew over the old homestead at Little Falls and loosed the ashes of his father's body to the four winds.

They flecked the little home which they had both known, of the fields and woods and lakes which they had loved and then were absorbed in the infinity of things. And the boy flew away, as the last gray speck wafted out the air, with the heart of a pioneer, out to entertain more country fair crowds and subsequently to gain the plaudits of the world. Mrs. Lindbergh moved to Detroit, where she took up the teaching of chemistry in the public schools, a work which she carried on as her son sped across the ocean on that momentous black night just two weeks ago.

CONTINUED ON PAGE 3, COLUMN 1.

Check for Lindbergh Is Signed by Father

Worcester, Mass., June 10 (By A. P.)—A gift of sentimental value only is to be presented to Col. Charles A. Lindbergh on his visit to Worcester. It is a check for \$2 bearing the signature of his late father, Representative Carl A. Lindbergh. It will be presented to the noted flier by Oscar G. Norseen, to whom the check was made payable seven years ago. It was written following an annual banquet of the Swedish National Federation, at which the Congress member was the guest of honor.

Mr. Norseen, who at that time was secretary of the federation, received the check in payment for a sleeper ticket on the Worcester-to-New York train, procured by request of Mr. Lindbergh. Mr. Norseen had kept it in memory of the occasion.

You are cordially invited to call and inspect the new "telephone turret" in the Classified department of The Post. Try it out and phone your ad to Main 4905.

LINDBERGH'S OLD AUTO WILL CROSS ATLANTIC

Battered Flivver to Parade Paris Streets During Legion Convention.

RELICS ARE COLLECTED

Minneapolis, Minn., June 10.—A flivver, old and battered, ready for the junk heap, will ride to fame this fall just the way that Capt. Charles A. Lindbergh, formerly of Little Falls, Minn., rode to fame in 33 hours on his nonstop and lone flight from New York to Paris.

This battered automobile, once used by Capt. Lindbergh in his trips to school at Little Falls, will be taken across the Atlantic and will be paraded through the same streets of the French capital through which the transatlantic flier road in triumph not so long ago.

State officials of the American Legion today completed plans to preserve this relic of the world's youngest hero, and the Minnesota legionnaires are to take this car with them for the Paris convention of the American Legion. This is the same car that was the feature of Little Falls' celebration on the night of May 21, when Lindbergh landed in Paris.

The old car, without its tires, engine or other equipment, will also be exhibited at the State convention of the American Legion at Hibbing, August 8, 9 and 10, and also at the Minnesota State fair. It will then be crated and shipped to France, to be viewed by the French people, who gave the flier his greatest welcome in Europe. This car, and other souvenirs of Capt. Lindbergh's life in Little Falls have been collected by Gerald V. Cannon, of St. Paul, who is to be the drum major of the Minnesota Légion Drum Corps, which will go to Paris. Mr. Cannon has received express authority from Mrs. Evangeline Lodge Lindbergh to make this collection from the old family home at Little Falls.

Included in this collection is an old buggy, which Lindbergh used when he went to the country school, an improvised pump built from the Mississippi River to his father's barn, as well as about 350 leaves from books of the library, most of them bearing notations by the transatlantic flier. It is our plan to distribute the leaves of these books in Paris as souvenirs," Mr. Cannon declared. "Lindbergh has made many notations on them, and they are most interesting. During his idle moments, if he ever had any, he had made drawings of airplanes and machinery on the corners of the pages and these sketches and notations reveal, in a most interesting way, what was traveling through his mind when he was a student."

Lindbergh Cocktail Invented in London

London, June 10 (By A. P.)—Although Col. Lindbergh is not a drinking man, he found on his arrival in London that Englishmen were drinking a cocktail created in honor of his great transatlantic flight.

An American cocktail mixer, employed in one of London's largest hotels, is the inventor of the "Charlie Lindbergh" cocktail. It is compounded of equal parts of kinnallit and Plymouth gin, two dashes of orange juice, and apricot and lemon peel.

Flier's Special Car Named Lindbergh

Chicago, June 10 (By A. P.)—The "Col. Lindbergh," a new Pullman observation car, will carry the distinguished young aviator, Charles A. Lindbergh, on his journey from New York to St. Louis and other mid-Western cities, where ovations await him for his transatlantic flight.

The car has been sent to the Pullman shop at Wilmington, Del., for the new lathering in honor of the flier, and then is to be sent to Washington to be at his disposal in case he does not fly to New York. The observation sleeper will occupy the rear of a special train that will leave New York on June 13 over the Pennsylvania lines.

Lindbergh Still Had 300-Mile Gas Supply

When Lindbergh landed at Le Bourget Field in Paris an official examination showed that there was still 47½ gallons of gasoline left in the tank of the Spirit of St. Louis.

When he left Roosevelt Field in New York he had 484 gallons of gasoline for his 3,800-mile hop to Paris. It was estimated that he could have flown more than 300 miles farther with what gasoline he had left.

Flier's Food Supply Was Five Sandwiches

Col. Lindbergh's food supply when he started for Paris was as follows: Five sandwiches, two of ham, two of roast beef and one a hard-boiled-egg sandwich, and two canteens of water, holding two quarts each.

Friends tried to persuade him to take along a thermos bottle filled with hot coffee, but he declined. Three and one-half of the sandwiches remained when he landed in Paris.

TYRO, LACKING \$500, DENIED AIR DIPLOMA

FLYING SCHOOL REFUSED TO GRADUATE LINDBERGH

Hero-to-Be Bought Surplus Army Plane and Takes to Performing Stunts.

ENTERS ARMY AS CADET

(CONTINUED FROM PAGE 2.)

It was in 1921, when Lindy and the old home came to a parting of the ways. He had been back home from college for more than a year and, although he and his father found much in common, the prosaic business of tilling the soil was not intended, by the nature of things, for him. His was a mechanical mind. Airplanes had flown over Little Falls and there had been much in the "papers" about them. They had long been the subject of thought on his part.

So it came about that in 1921 Lindy threw a knapsack over his shoulder, took his mother's kiss and went away to Lincoln, Nebr. There was a flying school there, one of those educational institutions where a man was taught to stay in the air for a specified sum. Never was any one more handicapped than Lindy. And his appearance was not one to cause his instructors to get big-hearted and give him a flying course for nothing.

Rewards have been extremely slow to fliers and to flying instructors; so as a general rule it is not possible for them to give flying instructions for nothing. There was nothing in the world about this boy's appearance to indicate that at one time he would startle the world.

Smile Attracted Attention.

He was gangling; he was rustic; his clothes fit loosely about his body. Yet there was something about that smile of his which spelled confidence and which sort of attracted attention to him.

He got along in this flying school, Lindy did. He showed a remarkable adaptation to the handling of planes. Those who took him into the air were impressed with the readiness with which he caught on to things. Nevertheless, there had been other bright pupils and there was nothing about Lindbergh to cause the school to reform its procedure of requiring that the student post a \$500 bond before he made a solo flight. The school was in the business on a practical basis. There might be plenty of youngsters willing to take a chance in the air, but the school was interested in protecting the few planes it had.

Well, when Lindy had progressed to the point of posting a \$500 bond and making a solo flight he flunked, so to speak. He flunked in that he did not have the necessary \$500. Furthermore, Lindy did not see where the \$500 was necessary.

So Lindy, Mister Charles A. Lindbergh as he was carried on the rolls, left the school without graduating. He was without the diploma which this school, along with others, is wont to give.

Started Stunt Flying.

Diploma or no diploma Lindy was not to be kept out of the air. There was no official stamp certifying that he was an aviator. Nevertheless, he was satisfied in his own mind that he was one. And an aviator he set out to be, and as an aviator he acted. He set out through the West as a stunt flier. Here was his first effort to satisfy a sated public.

The year 1922 found Lindy out in Montana—the town of Billings, for one place is recalled. He was doing stunt flying for advertising purposes. He was advertising a certain garage of the town of Billings. The plane and Lindy was about all there was to this enterprise. He had no luggage, no baggage, no paraphernalia of any kind. In so far as entertainment enterprises went, Lindy traveled just about as light as could be imagined. His equipment, to be exact, consisted of a tooth brush and a comb and brush. These he carried in the rather spacious pockets of his flying suit.

Those of an imaginative mind who saw Lindy doing his stunts in the air may have thought that he was making all sorts of money. But those stunt fliers of the time will tell you that the remuneration was nothing like what it was cracked up to be.

As evidence of the returns of the business, a year later Lindy barely mustered enough together to take advantage of a bargain sale of plains. This was in Americus, Ga., where the Army was disposing of some of the flying things which it had left over from the war. It is not on record that there was any great demand for them. There were airplanes something like the automobiles which pass for second-hand.

Bought Old Army Plane.

But here was an opportunity to be a proprietor, to be the owner of, a director of a plane. So Lindy bought him one. It was a nondescript, a tattered malion, but it was a plane and would fly. By virtue of the transaction at Americus, it not only was flown by Mister Lindbergh, but it was owned by him.

Lindy loved the thing. And he learned to fly it as no one else could. He learned its touch, its eccentricities. You know how it is with an automobile that you have driven for a long time.

Well, Lindy and this plane did stunt flying all over the South. There is many a small town down that way that should recall them. He thrilled county fair audiences galore, all for a measly stipend.

The sense of ownership spurred Lindy's ambition. He cast around for

HUMAN BARRIER HALTS PROGRESS OF AUTO



Underwood & Underwood.

Col. Charles Lindbergh's automobile was swamped by an admiring throng just before his departure from Croydon Airdrome, near London, for the United States Embassy. The crowd gave considerable trouble when the police attempted to open up a pathway for the automobile.

new fields in which to roam. There appeared about that time the international air races in St. Louis—October 3, 1923, to be exact. It occurred to Lindy that he might as well go there and show his stuff. Why not take some of these prizes, he thought. He went to the races, but no prizes he took. The Army and the Navy and the foreign countries had their best aviators there. Lindy was one of the "also rans." But while there he gained aeronautical prestige, because his fellow fliers realized that here was a man who knew something about the game.

Enters Army Air Force.

Early in 1925 the thought came to Lindy that he should acquire more of the technique of flying, more of the theory of the business. So he enrolled as a cadet in the Army aviation service and was sent to Brook Field, San Antonio, Tex.

It was like him to report for duty at San Antonio, Tex., in that Jenny which he had purchased. And it is a story of that flying school that after he had landed, an officer came out and saw the raggedy thing on the field and ordered it removed before some one would attempt to fly it and break his neck.

"I had no difficulty in locating the pull-ring and experienced no sensation of falling. The wreckage was falling nearly straight down and for some time I fell in line with its path. Fearing the wreckage might fall on me, I did

short time before pulling up to the left. I saw no other ship nearby.

"I passed above the DH, and a moment later felt a slight jolt, followed by a crash. My head was thrown forward against the cowling and my plane seemed to turn around and hang nearly motionless for an instant. I closed the throttle and saw an SE-5 with Lieut. McCallister in the cockpit a few feet away on my left. He was apparently unhurt and getting ready to jump.

Ships Locked Together.

"Our ships were locked together with the fuselage approximately parallel. My right wing was damaged and was folded back slightly, covering the forward right-hand corner of the cockpit. Then the ships started to mill around and the wires began whistling. The right wing commenced vibrating and striking my head at the bottom of each oscillation. I removed the rubber band safely, unbuckled it, climbed out past the trailing edge of the damaged wing and, with my feet on the cowling on the right side of the cockpit, which was then in a nearly vertical position, I jumped backward as far from the ship as possible.

"I had no difficulty in locating the pull-ring and experienced no sensation of falling. The wreckage was falling nearly straight down and for some time I fell in line with its path. Fearing the wreckage might fall on me, I did

not pull the rip-cord until I had dropped several hundred feet and into the clouds.

Fell Face Downward.

"During this time I had turned one-half revolution and was falling flat and face downward. The parachute functioned perfectly; almost as soon as I pulled the rip-cord and risers jerked on my shoulders, the leg straps tightened, my head went down and the chute was fully opened.

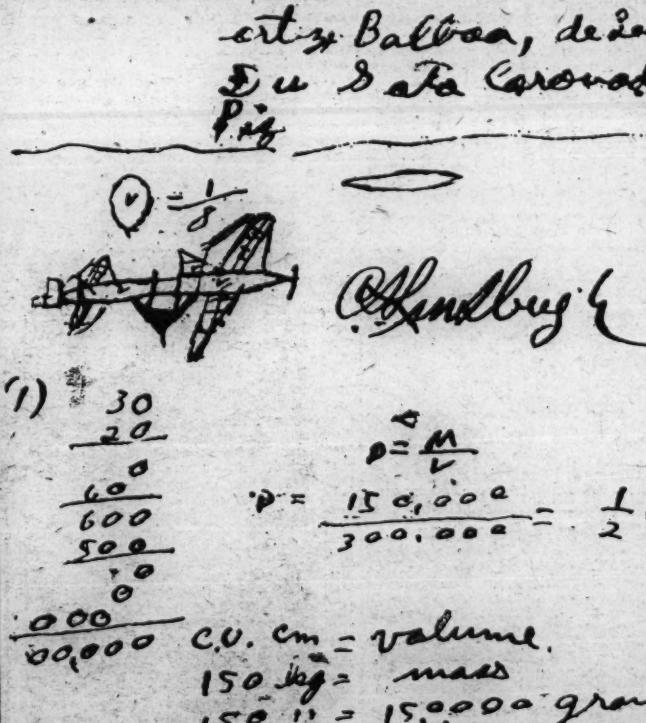
"I saw Lieut. McCallister floating above me and the wrecked ships pass about 100 yards to one side, continuing to spin to the right and leaving a trail of lighter fragments along their path. I watched them until still locked together, they crashed in the mesquite about 2,000 feet below and burst into flames several seconds after impact.

"Next I turned my attention to locating a landing place. I was over mesquite and drifting in the general direction of a plowed field, which I reached by slipping the chute. Shortly before striking the ground I was drifting backward, but was able to swing around in the harness just as I landed on the side of a ditch less than 100 feet from the edge of the mesquite.

"Although the impact of the landing was too great for me to remain standing, I was not injured in any way. The

CONTINUED ON PAGE 4. COLUMN 1.

LINDBERGH'S SKETCH OF PLANE



This crude sketch of an airplane was drawn by Lindbergh as a boy, on a sheet of his grade school notebook, found in his Little Falls farm home. His signature, near the center of the page, scrawled in a boyish hand, indicates he was not ashamed of the plans, drawn while he dreamed of some day being a flier.

GOVERNMENT TO ISSUE LINDBERGH MAIL STAMP

Will Be of 10-Cent Denomination and Will Be Used in Air Service.

TO PICTURE HIS AIRSHIP

A special air-mail stamp, of 10-cent denomination, will be issued in honor of Col. Charles A. Lindbergh and his epoch-making flight across the Atlantic, Postmaster General New has announced.

The Postmaster General said in making public his decision: "The Post-office Department has neither awards nor medals nor authority for bestowing decorations with which to mark the appreciation and respect we hold for our air-mail pilot who has made such a notable contribution to the science of aviation. The only appropriate thing we can do is to issue a stamp in his honor."

The new stamp will not carry a portrait of Col. Lindbergh since the law prohibits the use of the portrait of a living man upon a stamp. It will have for its central design, however, a representation of his plane, "The Spirit of St. Louis," which so successfully carried him on his journey across the sea, and which to Lindbergh was the other half of "we."

Owing to the shortness of time the new stamp will not be ready for general distribution at the time of the flier's arrival in Washington but all records are expected to be broken by the Bureau of Engraving and Printing so that at least one print may be run off for presentation to Lindbergh.

The new stamp will displace the regular 10-cent air-mail stamp design now issued to postmasters and will be available for issuance within a short time. They will be placed on sale first at the St. Louis, Mo., post office on the date of the Lindbergh celebration in that city. On the same day they will be available for the benefit of stamp collectors at the Philatelic Agency at Washington, and to other offices throughout the country as fast as production will permit.

Across the top of the stamp in white Roman letters will be the words "United States Postage" with the words "Lindbergh-Air Mail" directly beneath. At the left of the portrait of the airship will appear the coast line of the North American continent with that of Europe on the right side, with a dotted line depicting the course of the flight, beginning with the words "New York" and ending with the word "Paris." At the bottom of the stamp in shaded letters is the word "cents" and in both lower corners are the white numerals "10." The stamp will be printed in blue, the color of the present 10-cent air-mail stamp, and the same size 75-100 by 1 84-100 inches.

Lindbergh Restores American Breakfast

Paris, June 10 (By A. P.).—Capt. Lindbergh's sojourn in Paris at the American Embassy brought the good old fashioned American breakfast back into honor at that austere residence, it was revealed today.

Ambassador Myron T. Herrick, telling some of his friends of the culinary event, said:

"Through all these years that I have been here, I have become accustomed to French breakfasts of coffee and rolls, but when the boy arrived I decided he must have real hearty morning provider. It almost demoralized the French chef, but the servants did their darest scouring the neighborhood for ham and sausages, cereal and grapefruit. I don't think the boy missed anything—except pie."

Letters and Messages Flood Mrs. Lindbergh

Detroit, June 10 (By A. P.).—So great has grown the flood of letters and telegrams of congratulations pouring in upon Mrs. Evangeline Lodge Lindbergh, mother of Capt. Charles A. Lindbergh, that she has been forced to abandon her intention of answering all.

She has read or hopes to read all of them and, in her words, "with a feeling of reverence," because "almost without exception, they bear the message 'I prayed for your son.'"

More than 1,000 letters and perhaps half as many telegrams have been delivered to Mrs. Lindbergh. Only one day this week she received 400 letters.

Beacon, 400 Feet High, Is Urged as Memorial

Chicago, June 10 (By A. P.).—A monument to Charles Lindbergh in the form of the world's highest tower atop which would be a million-candlepower beacon visible 300 miles away, has been proposed for Chicago by Edward N. Hurley, former chairman of the United States Shipping Board.

The tower would be modeled after the Eiffel Tower, which is 944 feet high, but would be nearly 400 feet higher. It would be a beacon for airmen.

The proposed structure would cost several million dollars, Mr. Hurley said in a letter to Mayor William Hale Thompson.

PILOT BECOMES MAIL SERVICE PIONEER

PARACHUTE JUMPS WIN "CATERPILLAR" STANDING

Leap From Test Plane at 300-Foot Altitude Endangers Lindbergh's Life.

STAYS WITH FALLING SHIP

(CONTINUED FROM PAGE 3.)

parachute was still held open by the wind and did not collapse until I pulled in one group of the shroud lines.

"During my descent I lost my goggles, a vest pocket camera, which fitted tightly in my hip pocket, and the rip cord of the parachute."

Lindbergh became a full fledged Army aviator March 15, 1925, when he was graduated at Kelly Field. Although he had been flying long before he went to the school this transformation from an Army cadet to a second lieutenant meant a lot to him. He had his picture taken in uniform. Then he went back to St. Louis and struck out for the West as a stunt flier again.

All this time Lindy was thinking that he should take a more serious view of the business which he had set out for himself. Stunt flying was all right as a means of livelihood but it had little to do with the advancement or either aviation or him.

So he came back to St. Louis in October, 1925, and sought employment with the Robertson Aircraft Corporation. He did not especially shine as an aviator here because there were not so many planes to fly. The corporation was mostly that and nothing else. What he did attract attention with was his weakness for riding a motorcycle at break-neck speed. Any recollections of him about this time would not be associated with flying, in fact, but rather as a man who was not content unless he was on a speeding motorcycle.

Inaugurates Mail Route.

It was but a few months, however, that the Robertson Corporation became ambitious. It went after a contract to carry the mail from St. Louis to Chicago. Lindy, along with Philip R. Kelly, who had been his classmate at Kelly Field, and Lieut. John Worthington, Army air service, was selected to survey the route. He did and his study was accepted. On April 15, 1926, he inaugurated the service, flying from Chicago to St. Louis and the next day after his plane had been formally christened by the 13-year-old daughter of Maj. Albert Bond Lambert, Myrtle.

"I christen you St. Louis," she said. "May your wings never be clipped."

Love and Maj. C. R. Wassall, brother mail pilots, escorted him that day, and Lindy, or "Slim," as his fellow mail pilots called him, took up the business in which he was to engage until he was given an indefinite leave of absence for his New York-to-Paris flight. Slim was made the chief pilot. From the lanky, rustic boy who had first appeared before William D. Robertson, head of the corporation, he had developed into a very serious-minded young man.

As the air mail service knew Slim he was a very retiring young man, his principal companions being a hot dog and a real one. Slim would make a beeline when he arrived at Maywood Field, Chicago, from Lambert Field, St. Louis, for the hot dog stand, and he would do the same after he completed the reverse trip.

Pioneer in Postal Service.

Even now he was a pioneer in every sense of the word. For the air mail route had not been lighted by beacons. For many months Slim and his associates were to have nothing to guide them except the stars, often not them, and such markers in the way of towns and cities that he could pick up.

But Slim was a man who believed that the mail should be moved daily, and adverse weather meant nothing to him. If it was possible for a plane to stay in the air, Slim took off with mail pouches and made his scheduled flight. He was fearless yet practical, his associates of that time will tell you. He was out of the show business, that of stunting for country fair crowds. Now he was in the extremely practical business of moving the mail from St. Louis to Chicago and from Chicago to St. Louis and he believed in doing it.

It was while engaged in this serious pursuit that he added to his membership in the Caterpillar Club. There were three more forced leaps from a plane in midair, one of them at a time when he was perilously near the ground.

This latter occasion was characteristic of his love for planes. To him they were not mere automata to be abandoned in the air at their first show of temperament. They were to be petted, coaxed and handled with gentleness and skill for their own sake. Just because a plane became stubborn was no reason why he should let it crash to the ground and break its bulk into a thousand pieces.

Jumps in Test Flight.

He was not flying a mail-service plane at the time. There was a designer who had a contrivance which he wanted tried out. Slim essayed to do it for him. He took the new plane to a height of 2,500 feet and toyed with it, became acquainted with it, and when it responded as a good plane should, Lindy began to take it through the next stages to test its struts, its manner of handling itself under stress.

The thing went crazy at 2,500 feet, but Slim stayed with it. He fondled

LINDBERGH JOINS ARMY SERVICE AS FLYING CADET

'26. AFFIDAVIT IN THE FOLLOWING FORM WILL ACCOMPANY APPLICATION FOR APPOINTMENT AS FLYING CADET.

State of Minnesota
County of Hennepin

Personally appeared before me the undersigned authority for administering oaths, one Charles A. Lindbergh Jr., who deposes and says as follows:

1. I am (true) a citizen of the United States, and am a member of the Caucasian race.
2. My legal residence is Little Falls Minn.
3. I was born at Detroit Mich. on the 4th day of February, 1902.
4. I am in good health, am 5 feet 3 inches in height and weigh 165 lbs.
5. I am not married and have no persons entirely dependent upon me for support and no persons partially dependent upon me for support.
6. My education has been as follows: Attended University of Wisconsin,
College of Engineering from Sept. 1920 to Jan. 1922,
7. My Military service has been as follows: One and one half years in
R.O.T.C. University of Wis., including summer camp at Camp Knox Ky. Rank of second
8. My business (or professional) experience has been as follows:
Aviator for two years.

9. I will accept, if I successfully complete the course of instructions as a Flying Cadet, a commission as a second lieutenant, Air Service Officers' Reserve Corps (inactive status), if such a commission is tendered me.

10. If, at the time I become eligible for appointment as a flying cadet and available for assignment to a school for flying training, I shall have less than two years to serve in my current enlistment, I will accept discharge therefrom and will immediately enlist in the Army for a period of three years, upon official notification that I am about to be appointed a flying cadet. If appointed a flying cadet I will not request to be released from flying training before completion of said course.

Charles A. Lindbergh Jr.
(Signature of applicant)

SUBSCRIBED AND SWEARN TO IN MY PRESENCE THIS 29th DAY OF September, 1927

Gustav F. Raymond

(Signature of official administering oath)

GUSTAV F. RAYMOND

Notary Public, Aitkin County, Minn.

(Official capacity in which oath is administered, as "Notary Public", "Summary Court", etc.)

(See Reverse Side)

Lindbergh's first step toward becoming an aviator. His application for appointment as flying cadet in 1928.

Looking at Lindbergh

By William T. Ellis

After victory, the triumph. Having resented his native land. In like spirit, been honored by kings, acclaimed by peoples, decorated by governments, and feted by the great, our ambassador of America's best self to the common heart of humanity, Charles A. Lindbergh, now is coming home to the land that made him what he is.

He has left behind overseas a substantial deposit of revived international good will toward America. In himself he has crystallized the conception of youth's possibilities. To a jaded and thirsty Old World he has offered a fresh draught of the elixir of life. Now he's coming home.

Having spurned the sordid side of success, and ignored all the mercenary motives and methods of life's lower levels he has given vitalizing impulse to idealism. All the world has attended the school in which this self-forgetting youth has taught the old and indispensable lesson that there are greater goals than wealth. Now he's coming home.

After a revelation of the real greatness which resides in simple genuineness and modesty; after having by his example rebuked the popular practice of posing and pretending; after having opened his sincere heart of good will for all the world to see of what sort true Americans are, now he's coming home.

Lindbergh was borne over sea and land on the eagles' wings of a people's prayers. High and low, religious and irreligious, church folk and prize fight devotees, were open and unashamed in their prayers to God for the safety of this adventurer of the ether. Seldom throughout the centuries has any one man embodied in himself such a concentration of the good will and supplications of so many people of such diverse sorts. In answer to the prayers of millions, now he's coming home.

As "the only son of his mother, and she a widow," Lindbergh made his flight a real "Mother's Day." Never did son or mother carry on more beautifully. All of the instinctive spirit of chivalry and family loyalty that is inherent in noble hearts has been quickened and glorified by this revelation of fine filial devotion. Every worthy mother and every true son feels debt to Lindbergh. Now he's coming home.

Our ambassadors and other high officials, including the general of the American Army, were quick to sense that Lindbergh is a symbol of the American spirit. So, self-effacingly they stood beside and behind him, that all mankind might know that he rep-

MILITIA'S RECORDS SING PRAISE OF NOTED FLIER

Missouri Guard Data Prove Officers of Regiment Were "Prophets."

HONEST AND DEPENDABLE

What manner of man is Col. Charles A. Lindbergh? Hundreds of thousands of words have been written of this young man since the "Spirit of St. Louis" took the air at New York, and his youthful features are familiar to people the world over through the rapid distribution of his photographs, yet with all the publicity one finds people asking: "Well, is all this true or is it merely publicity?"

There is one place where dispassionate, matter-of-factness reigns supreme; where imagination and the human-interest touch are barred from all consideration; where only the cold truth finds its way into type or print. In the official records of the Militia Bureau of the War Department is the record of Charles A. Lindbergh, 110th Observation Squadron, 35th Division, Missouri National Guard. The record dates from 1924, long before the New York to Paris flight was planned, and the statements appearing therein, matter-of-fact at the time, now have the necessary attributes of prophecy.

"Mr. Lindbergh is an intelligent, industrious young man, and displays an unusual interest in his work. This, coupled with his capabilities has led me to believe that he will successfully complete everything he undertakes."

Prophets often receive little recognition, but in the case of Capt. C. R. Wassell of the Missouri National Guard it is believed that honor is due. The above quotation is taken from a recommendation Capt. Wassell forwarded to the chief, Militia Bureau, in 1925, when the then Mr. Lindbergh was making application for commission in the National Guard of Missouri.

Accurate Appraisal Made.

The man whose name is known in every corner of the world today was appraised with a keen eye. The indomitable will which carried him on his 3,600-mile jaunt from New York to Paris in 1927 was evident in 1925, and made its way into the official records of the Militia Bureau of the War Department.

Col. Lindbergh first made application for flying training as an Air Corps cadet in September, 1923. His recommendations were accepted and he entered upon training at Brooks Field, Tex., in March, 1924, and at the expiration of one year was graduated as a flying cadet and commissioned as a second lieutenant in the Officers Reserve Corps.

As second lieutenant, Officers Reserve Corps, he was on active duty from July 5, 1925, to July 20, 1925. On December 7, 1925, he made application for a commission in the 110th Observation Squadron of the Thirty-fifth Division, Missouri National Guard.

In addition to the recommendation of Capt. Wassell, quoted above, other recommendations as to Lieut. Lindbergh's qualifications were submitted to the examining board. In these occur such expressions as—"ambition, hard-working, intelligent;" "honest, energetic and industrious;" "honest energetic, dependable;" "a man of good moral habits and regular in all his business transactions."

With these personal recommendations and the record of his previous training before it, the board waived further examination, and upon its recommendation Second Lieut. Lindbergh, Officers Reserve Corps, became First Lieut. Lindbergh, 110th Observation Squadron, Missouri National Guard, on December 7, 1925.

Trained at Kelly Field.

Lieut. Lindbergh received his rating as airplane pilot after graduation from the Air Service Advanced Flying School at Kelly Field, Tex., on March 14, 1925.

Early in 1926 a vacancy in the grade of captain occurred in the 110th Observation Squadron in Missouri and

CONTINUED ON PAGE 11, COLUMN 1.

Congratulations COL. CHARLES LINDBERGH

THE PILOT OF
"THE SPIRIT OF
ST. LOUIS"

GEO. A. EMMONS

818 14th St. N.W.

Everything for Every

SPORT

Point Patience

Restricted Summer Colony Near

Solomon's Island

Excellent Beach

Fine Fishing

Pier

Water System

Hotel Accommodations

Send for Free Descriptive Circular of Point Patience, a better class development on Salt Water.

Bauman & Heinzman

No. 1 Thomas Circle, M. 3500

Developers

FLIER'S \$2,000 SAVINGS IN FLIGHT FUND

LINDBERGH STAKED ALL ON TRANS-OCEAN FLIGHT

Supervised Each Step in Work
on New York-to-Paris
Plane in West.

SLIPS AWAY FOR LONG HOP

(CONTINUED FROM PAGE 4)

and, with the authorities, arranged to get the mail on into Chicago.

Slim got his fourth Caterpillar Club chevron on November 3, 1926, when he jumped 13,000 feet near Bloomington, Ill. By now, it is gleaned from his reports to his superiors, he had learned to hold onto the rip cord ring of his parachute. It makes a good souvenir for these men who step out into the clouds and depend on a parachute to open and bring them safely to the ground.

There have been rumors of a New York-to-Paris flight for some time. In 1919 Raymond N. Orteig, millionaire hotel operator, offered a prize of \$25,000 for the flier to make the flight. He renewed it in 1924, but active preparations toward making the attempt did not get underway until early this year. Four men lost their lives in the subsequent attempts.

All the while there was a young flier out on the St. Louis-Chicago mail airway who was confident he could make the flight. It was one Charles A. Lindbergh, whom all this story is about. There were apparently insurmountable obstacles. Money had to be raised and the plane built.

There was the youthfulness of the pilot militating against his financial support. But if there was one man besides Lindy himself who was confident that he could make the flight it was Maj. Robertson, Lindbergh's commander. He definitely agreed with Lindy January 9 that he should have a chance at the great prize. Then Maj. Robertson set about to get the necessary financial support.

St. Louisian Gives Aid.

He was just about to give it up and Lindy had become thoroughly discouraged when Maj. Robertson, hit upon the idea of communicating with Harry H. Knight, a St. Louis aviation enthusiast. He enthusiastically entered into the project and got the support in turn of Harold M. Bixby, president of the St. Louis Chamber of Commerce, and Albert Ben Lambert, the noted balloonist. Each of them, including Maj. Robertson, put in \$1,000 and Lindy added \$2,000 which he had saved from his earnings as an airmail pilot. Then Bixby and Knight signed a note for \$15,000 and the financial support had been arranged.

Selection of the plane was left entirely in the hands of the flier. He went to New York and sought to get the Bellanca plan which has subsequently made a flight from New York to a place about 100 miles short of Berlin. This plane was withheld from him, mainly because of his insistence on making the flight alone.

Then Lindy telephoned the Ryan Airways, Inc., at San Diego, Calif., instructing them to build him a plane for a transatlantic flight. He followed his telegram with a trip to San Diego, and there on February 28, his plane, the Spirit of St. Louis, began to take shape. Great secrecy was maintained and the other transatlantic aspirants made haste with preparations in New York.

Lindy remained with the plane throughout the course of its construction and until this day is the only one to have flown it. In 60 days it was ready for a test flight which Lindy made. It was designed by Donald Hall and built by Hawley Bowles. It had a wing span of 46 feet and its length over all was 27 feet 3 inches. The plane's wing area was 320 square feet and it was driven by a Wright whirring air-cooled radial motor of 200 horsepower.

Plane Gauged for Speed.

The Spirit of St. Louis was gauged for a speed of 130 miles when flying light or 123 miles an hour with a full load. Its gas capacity was 450 gallons and its oil capacity was 20 gallons. Its load when it took off for Paris was 5,150 pounds. The plane itself weighed 1,950 pounds.

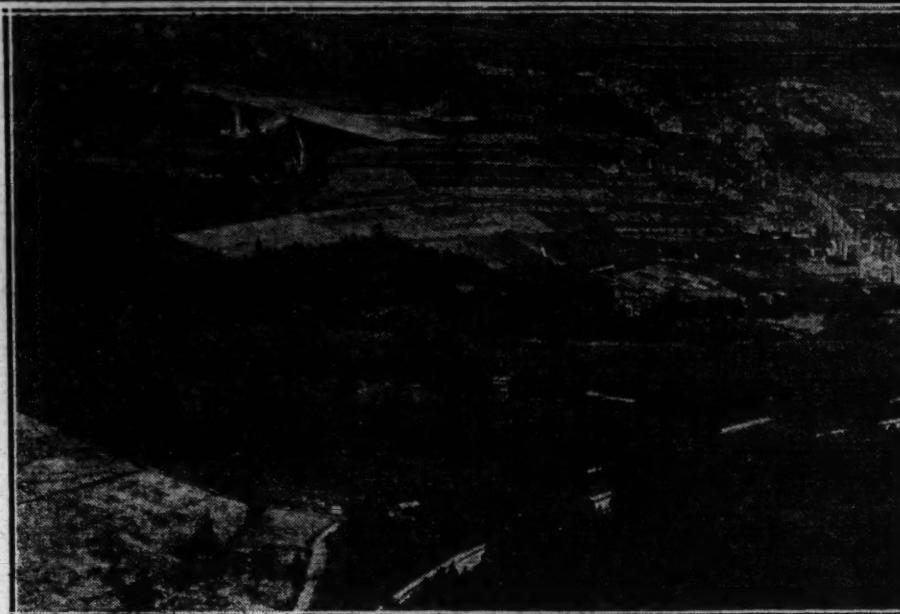
The Spirit of St. Louis was an enclosed plane, the pilot not being able to see ahead of him. A sliding periscope was installed in order that he might see ahead when making landings.

A few days prior to Lindy's hop-off from San Diego for St. Louis the word of his plane trickled through to the East. Its whole attention focused on the anticipated hop-off at New York of two other planes.

Then suddenly on May 13 the Spirit of St. Louis dropped gracefully out of the sky onto the landing field at Roosevelt Field, N. Y. Two days previously he had hopped off at San Diego and come to St. Louis without a stop, making the 1,600 miles in the unprecedented time of 14 hours and 5 minutes. After resting and refueling, he came on to New York, flying the 900 miles in 7 hours and 15 minutes. He broke the transcontinental record and was the first flier ever to make the sole one-stop flight.

When the Spirit of St. Louis taxied to a halt at Roosevelt Field, the blonde-haired, gangling youngster with the inimitably shy smile stuck his head from the cockpit and announced that

LINDBERGH SPEEDS FROM BRUSSELS TO LONDON



The Spirit of St. Louis and Capt. Lindbergh high above the Belgian landscape as viewed from another plane.

when the weather cleared he was off.

The world began to sit up and take notice of him then. But it was hard to take him seriously. Yet the more his record was checked the more was learned about his flying ability. But a flight across the Atlantic by one man and in a "blind" plane such as the Spirit of St. Louis was inconceivable. It was in fact, impossible, in the minds of aviation experts.

Every day Lindbergh came to the Roosevelt Field, tested his plane and studied the weather charts.

On the morning of May 20, Slim laid aside his weather charts, sent word to his mechanics at the field that the prospects looked good for getting away in a few hours and retired, asking that he be awakened in two hours.

So it came about that in the early morning hours of this historic May day Slim appeared at the field, studied the weather charts again and had his plane moved from its hangar to the runway on the other side of the field. Then he sat through a rain shower, and when the downpour had ended he climbed into the cockpit and said, "Let's go." And so he did. It was 6:52 Eastern standard time.

On he sped, throughout the day, up the New England coast line, and finally as the sun went down behind him he began to jump the series of water holes lying in the armip of where this country and Canada come together. At night he bade the New Foundland shores adieu and sped out over the Atlantic and the world gasped at his admiration and waited.

Lands at Le Bourget.

It waited throughout the next day and experienced every emotion that is known to man as reports finally placed him over Ireland—and finally after so many anxious hours of waiting and conflicting stories—at his goal, Le Bourget Field, France. He had broken all endurance and speed records, flying at the rate of 107½ miles an hour for the entire 3,600 miles, a total elapsed time of 33½ hours.

Then came the acclamation of the French, an acclaim that had been given to few men. Almost mobbed by frenzied admirers at Le Bourget he became the world's outstanding hero. He was feted by the high officials of the government and honors and decorations were heaped upon him. He was taken as a guest of the proud Ambassador Her-

BUDDY OF FLIER



AUSTIN L. GRIMES,
mayor of Little Falls, Minn., a
"buddy" of Lindbergh, and the
youngest mayor in Minnesota, plans
for a gigantic reception "back home"
when the famous flier returns to
Minnesota.

CAPITAL MAY GET SPIRIT OF ST. LOUIS

Hope Here Is to Place Airship Among Historic Planes at Museum.

The Spirit of St. Louis, the stanch monoplane that carried Col. Charles Lindbergh from New York to Paris without a stop, eventually may join the greatest array of historic planes in the world—the collection in the Smithsonian Institution here.

A cablegram asking that the plane be turned over to the Smithsonian Institution was sent to Lindbergh when he was in Paris. It was signed by Dr. Charles G. Abbott, acting secretary of the institution, who conceived the idea while Lindbergh was still over the Atlantic.

From any standpoint, scientific, historical or patriotic, there could be no more appropriate place for the Spirit of St. Louis than the aircraft section of the famous institution in the Mall.

The suggestion that the Spirit of St. Louis be turned over to the Smithsonian Institution was made in St. Louis, where reside the men who backed Lindbergh. However, it was coupled with an alternative suggestion, to wit, that the plane be placed on exhibition in Missouri as a stimulus to flying in the Middle West or be turned over to the Missouri Historical Society.

The cablegram sent to Col. Lindbergh at the American Embassy in Paris and signed by Dr. Abbott follows: "Smithsonian Institution congratulates you on glorious achievement. Hope that the Spirit of St. Louis will eventually join Langley machines, the NC-4, the Chicago, the Army Wright first plane ever owned by any government, and other historic planes in our United States National Museum."

Adverse Winds Keep Los Angeles in "Shed"

Lakehurst, N. J., June 10 (By A. P.). All primed for its flight to sea to greet Col. Charles A. Lindbergh, the dirigible Los Angeles was still in its hangar tonight, unable to take off because of winds sweeping across the great shed. It has been delayed more than 24 hours.

Although the winds have not been blowing at velocities much greater than 20 miles an hour, officers at the naval air station feared that the ground crew reduced by the recent dispatch of marines to China would be inadequate to remove the giant craft. Weather forecasters believed the breezes would abate some time before midnight.

Congratulations

and a

Hearty Welcome

to

Col. Lindbergh

*America's
"Fearless Flyer"*

M. PASTERNAK
1219 CONNECTICUT AVE.

Congratulations to
COL. CHARLES LINDBERGH
Jimmie and his Staff
Welcome the
Fearless Pilot
JIMMIE'S BEAUTY SALONS

WELCOME TO COL. LINDBERGH

*The Man
Who Does Things*

MORRIS PLAN BANK

1408 H St. N. W.

Till, from the waiting fields of France—
Brave land of song and story—
He heard the voice of multitudes
Acclaim his country's glory.

He earned the clasp of kings, and wears
Their symbolized decorations;
But no award of kings or men;
No praise of plauding nations

May match his soul's deep happiness,
Or bring to him such bliss,
As when, at last, come safely home,
He feels his mother's kiss.

FEAT OF TRANSOCEAN FLIER STIRS MUSE

LINDY, LINDY

Words and Music by
DOK EISENBOURG

VOICE

INTROD.

1. From shore to
2. We hold our

shore there's a might - y roar. As the na - tions shout their
breath as he rac - es death, O - ver land and storm - y

joy, And their bea - cons bright flash through-out the
wave, And ea - ger hands in for - eign

night, For this one lone dar - ing boy.
lands, Give him wel come of the brave.

Copyright 1927 by Dok Eisenburg
All Rights Reserved

All at once there's a fishing fleet what a wel - come glo - rious sight. "Is
this the way to Ire - land?" "Sure, the fourth turn on the right." On your
lit - tle - plane our flag you flew. Now the whole wide world

Lindy, Lindy 2

Worn Flying Suit Gift Of French War Ace

Paris, June 10 (By A. P.)—A second-hand flying suit was among the many gifts reaching Capt. Lindbergh at the American Embassy.

The sender was a French war ace who wore it in many battles. "It is lucky," he wrote, "for it brought him safely back from the war."

He asked Capt. Lindbergh to wear it, for it would protect him from danger.

When you want "Today's Results Today," place a Classified Ad in The Washington Post. Just phone Main 2-2000.

Reporter's Son First Tot Named for Flier

The son of a newspaper reporter was probably the first child to be named for Col. Charles A. Lindbergh.

The baby was born about the time Lindbergh took off from New York. Its father, Carl W. Erickson, a newspaperman of Worcester, Mass., conceived the idea of naming the youngster for Lindbergh as soon as he heard about the take-off.

When he heard of Lindbergh's landing in Paris he carried the idea into execution.

Start of Flight Like Going Into Death Cell

When Lindbergh was getting ready to take off for Paris the morning of May 20, newspapermen swarmed about him and pressed him for a statement.

"There is really nothing to say," the youth declared.

Later it was learned that he had told the police chief of Nassau that when he got into the cockpit of his plane, it would be like going into a death cell. When he landed at Paris, he said, it would be like getting a pardon from the governor.

CHORUS

Lin - dy! Lin - dy wing ing your way,

All through the night. All through the day.

Fly - ing high, fly - ing low, through fog and rain, sleet and snow,

Gal - lant heart and spir - it bright on a one-man hop and a non-stop flight.

Lindy, Lindy 3

LINDBERGH LEAPED TO FAME IN MONTH

Flights From San Diego to New York Centered Public Interest on Flier.

It was a little less than a month ago that the country first heard of the world-famous hero who is coming to Washington. The newspapers carried none-too-long dispatches saying that Charles A. Lindbergh had taken off from San Diego, Calif., for New York "to enter the contest for the \$25,000 Orteig prize."

Not much excitement was aroused by this announcement, but when the 25-year-old flier went to St. Louis in one hop and then, hardly stopping for sleep, went on to New York he became what newspaper men call "good copy."

Even then, however, the public did not take him very seriously. Interest was centered on Commander Byrd and Clarence Chamberlin, who were expected to start the long journey to Paris. Days passed, and weather and lawsuits held the planes to the ground. And then, on the morning of May 20, the world woke up to find that Lindbergh was on his way. The rest is history.

\$25,000 Orteig Prize To Be Given Friday

New York, June 10 (By A. P.)—The \$25,000 prize offered by Raymond Orteig, hotel man, for the first nonstop flight from New York to Paris, will be presented to Capt. Charles A. Lindbergh at a breakfast to be given in his honor at the Hotel Brevoort June 17, it was announced today by Col. George W. Burleigh, on behalf of the trustees of the prize.

The presentation will be the final event on Capt. Lindbergh's New York schedule, taking place just prior to his departure for St. Louis.

Leaders of Nation To Greet Lindbergh

The President of the United States, a former President of the United States and a man who barely missed becoming President will do homage to Col. Lindbergh this afternoon.

While President Coolidge is pinning the distinguished flying cross on his breast this afternoon, Col. Lindbergh will be able to see Former President William Howard Taft, now Chief Justice of the United States Supreme Court, and Charles Evans Hughes, who was nosed out for the Presidency by Woodrow Wilson and who later became Secretary of State. Both men have been invited to sit in the grandstand.

WHILE WAITING FOR Lindbergh to Pass

Along the Avenue

Purchase as a remembrance of your visit to Washington from our display of

Souvenir Novelties
Chinese Parasols
Brasses, Tapestries
Hand-Painted China
Kimonos and Slippers

Oriental Bazaar

1205 Pennsylvania Ave. N.W.
(On the Line of the Parade)

Gee!

I'm sorry I can't invite you to have a meal at the Ritz—

Col. Lindbergh

But I hope to be ready whenever you come back to Washington.

The Ritz
A-DRESNER
Manager

719 9th Street Northwest



Woodward & Lothrop

In the Spirit of the Nation's Capital

Recognizes and Salutes
The Dauntless Courage

of the Pilot of

"*The Spirit of St Louis*"

COLONEL CHARLES LINDBERGH

Lindbergh, as Boy, Studied In Schools of Washington

National Capital, With Minnesota and Missouri, Lays
Claim to Famed Aviator as 'Son'; Attended Eastern
High When Father Was Member of Congress.

Two States—Minnesota and Missouri—are claiming Col. Charles A. Lindbergh. Minnesota is his birthplace, and, in recent years, Missouri has been his home. Well may they claim him and fight over him—he is worth it!

At the same time, Washington can do some "claiming" itself. For it was here that Lindy—or "Cheese," as he was known here—spent the ten most impressionable years of his life. It was here that he got his preparatory education, and perhaps first felt the urge to fly.

John Clagett Proctor, who probably knows his Washington better than any other man, and who is now writing a complete history of the city, already has begun compiling material about the life of the Lindbergh family, so far as it concerns Washington.

Ancestors from Sweden.

Follows a paper that he prepared for the Association of Oldest Inhabitants of the District of Columbia:

"Charles A. Lindbergh, father of our celebrated ocean flier, was born in Sweden in 1859, and was brought by his parents to the United States in 1860. From the date of their landing in this country until 1881 the grandparents of the aviator lived on a farm near Melrose, Minn., and here their son, Charles, the elder, was brought up."

"School advantages at Melrose at that date were so limited that the education of the father of the world's greatest flier was necessarily neglected, and much of his boyhood life was given to hunting and trapping. However, as proof of the fact that it is hard to keep a good man down, he gave practically all of his time from 1881 to 1885, to study, attending Grove Lake Academy, in Stearns County, Minn., and Ann Arbor Law School, Mich., taking some literary studies at the same time, graduating from the law department in 1884.

Father Was Congressman.

"He later practiced law in his home State and was thus engaged when he was elected to the Sixtieth Congress, and it was this honor that first brought him to Washington in 1907.

"He remained in Congress until 1917, when he retired to run for governor of Minnesota, dying during the campaign, his successor from the Sixth Minnesota district being Harold Knutson.

"When Representative Lindbergh first came to Congress he permitted a sketch of himself to be published in the Congressional Directory, but after December of that year this was omitted as was likewise, for much of the time, his local address. For this reason he seems to have been a poor advertiser and besides was apparently very exclusive.

"In 1907, when he first came to Washington, we find him residing at 1831 V street northwest. In the following year he had moved to 1726 Willard street northwest.

Lived at Congress Hall.

"For his whereabouts after 1908 the city directory must be depended upon, and this gives his 1910 address as the Congress Hall Hotel, at New Jersey avenue and C streets southeast. Perhaps you recall that on the site of this hotel formerly stood several buildings owned by Thomas Law, the corner one

HOT DOGS ABSENT AT COOLIDGE FEAST

**Lindbergh Mainstay in His Transatlantic Hop Missing
From Menu.**

From hot-dog stand to the dining room of the temporary White House—such is the gastronomical leap of Col. Charles A. Lindbergh.

The last place that Lindy ate before he climbed into the Spirit of St. Louis for his hop across the Atlantic was a hot-dog stand near Roosevelt Field. In fact, it was at this stand that he did most of his eating in the days before he took off.

How different at the state dinner in his honor tonight! The dining room of the Patterson mansion at Dupont Circle, where the Coolidges now live, is one of the most beautiful in the world. As for the food—well, it is hardly likely that anything so plebeian as hot dogs will be served.

Special Flying Cross Arrives for Air Hero

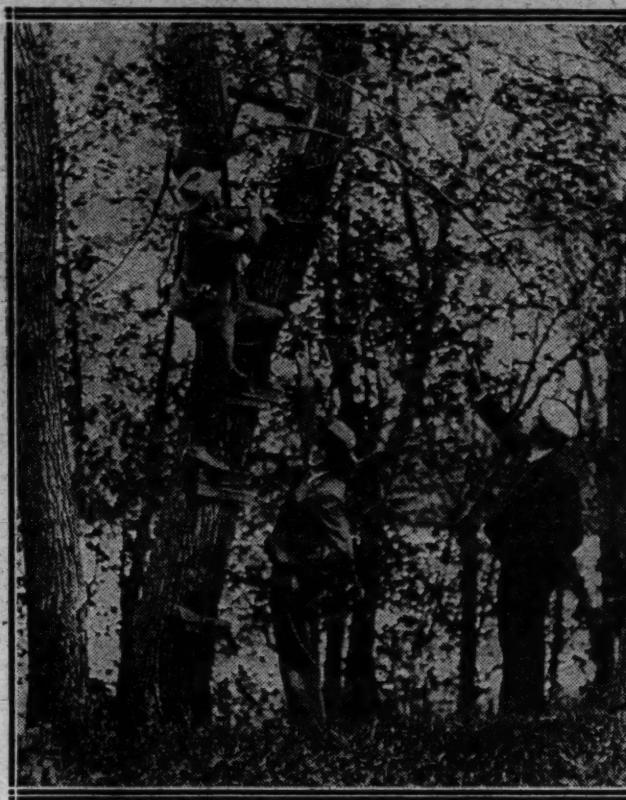
The first Distinguished Flying Cross, the one to be presented to Col. Charles A. Lindbergh by President Coolidge today, arrived at the War Department yesterday, from Philadelphia and is now in the hands of Maj. Gen. Robert C. Davis, the adjutant general.

The red, white and blue silk ribbon for the badge which is of an entirely new design, was made specially on a small hand loom. At the time of presentation, Col. Lindbergh will also be given the usual lapel button bearing the colors of the ribbon to wear on his civilian clothes, and a bar ribbon for his uniform when not wearing the cross.

Live, enthusiastic workers who are awake to today's opportunities will read your "Help Wanted" ad in the morning Post. Just phone Main 4200.

8

WHERE AIRMAN STUDIED FLYING



Lindbergh made his first aerial observations from this tree on his father's farm at Little Falls, Minn. His love of birds and nature led him to construct the ladder from which he planted bird houses and then watched the activities of his feathered friends.

Lindbergh Trained Hard To Prevail Against Sleep

How Col. Charles A. Lindbergh trained himself to stay awake for long stretches was told by his pals in San Diego after he had landed in Paris.

While he was in the California city waiting for the Spirit of St. Louis to be finished Lindbergh used to take long walks out into the country, fighting off sleep for 30 hours or more.

A week before he took off for St. Louis he put himself to his most grueling test in going sleepless. One of his friends, who was driving an automobile, saw him plodding along a lonely road one morning and offered to give him a "lift" into town. Lindbergh thanked him and declined the offer.

PRICELESS HONOR



Henry Miller Service.

The Langley medal, possessed by only three Americans and one Frenchman, all of whom are directly responsible for the development of aviation, has been awarded Capt. Charles A. Lindbergh by the Smithsonian Institution. Capt. Lindbergh, through the award, will take his place side by side with Wilbur and Orville Wright, Glenn H. Curtis and Gustave Eiffel, of France. The citation reads: "For his magnificent nonstop flight from New York to Paris." Chief Justice Taft will present the medal to Col. Lindbergh.

CITY BECOMES MECCA FOR FLIER'S ADMIRERS

Fully 200,000 Expected in the Capital to Pay Homage to Returning Hero.

STREETS ARE JAMMED

The influx of visitors which will augment the citizenry of Washington in paying homage to Col. Charles A. Lindbergh today and tomorrow became particularly noticeable last night. Judging from the increased traffic on the streets and from hotel reservations, fully 200,000 visitors will be in the city by noon today, when the festivities attendant upon the welcome get underway.

By air, boat, train and automobile the visitors poured into the city throughout yesterday, and the number arriving in automobiles was so great as to tie up traffic in the downtown streets last night. Though congested, the traffic was orderly and the crowd jovial.

Nearly all automobiles, both touring and local, were gayly decorated, virtually all of them bearing American flags, and many going so far in the decorative scheme as to have miniature airplanes strapped onto the tops.

The movement of visitors to the city is expected to reach its climax today, when half a dozen excursion trains from near and distant points will arrive. In addition to the thousands coming by train, police officials are taking precautions for the handling of heavy automobile traffic on arterial highways entering the city.

Interurban trains bound for Washington, due here throughout the morning, are expected to carry capacity crowds, all anxious to participate in the national welcome to Lindbergh.

Hotels and garages accommodating automobiles report capacity crowds for the week-end. The hotels state that most of the reservations are for tonight and tomorrow, indicating that the throngs which will be found on the streets today will likewise be in evidence when the air hero makes his rounds tomorrow.

While authorities agree that it is virtually impossible to definitely judge the number of visitors to a city, it was generally predicted here last night that the population of the city would be augmented by between 100,000 and 200,000.

Invitation By Plane Asks Flier for Visit

An invitation to Col. Charles A. Lindbergh to visit Rochester, N. Y., was brought to Washington yesterday afternoon by airplane. A. H. Crapsey and Gareth O. Clark brought the invitation in the latter's plane, landing at Bolling Field 6 hours and 15 minutes after leaving Rochester.

The invitation to Col. Lindbergh was signed by Martin B. O'Neil, mayor of Rochester, and expressed the admiration which that city feels for the first man to fly from New York to Paris.

Transocean Plane's Sister Ship Arrives

The Pride of San Diego, sister ship of the Spirit of St. Louis in which Col. Charles A. Lindbergh flew from New York to Paris, arrived in Washington yesterday afternoon after a flight from San Diego.

The plane is virtually identical with the Lindbergh ship and was built beside the transatlantic plane. It is owned by Capt. Frank Hawks, and brought Capt. and Mrs. Hawks and D. W. Campbell to Washington for participation in the Lindbergh welcoming ceremonies.

Flier is Honorary Bricklayer.

New York, June 10 (By A. P.)—Among other things Col. Charles Augustus Lindbergh is a bricklayer. Honorary membership was voted the flier by Subordinate Union 37, of the International Union of Bricklayers, and he will receive an engraved membership card.

Graduate	Eyes Examined
McCormick Medical College	Glasses Fitted
DR. CLAUDE S. SEMONES	Eyesight Specialist
409-410 McLauchlin Bldg. 10th and G Sts. N.W.	

WELCOME LINDBERGH!

Yours for traveling equipment on land or sea or air.
Aviators' purses for ladies.

Rountree's
CLOTHING TO TRAVEL IN

Trunk and Bag Co.
1333 F Street N.W.

Flight From New York Narrated by Conqueror

Project First Considered at St. Louis, Lindbergh Says—
Never Saw a Ship in All the Time He Flew
Over the Atlantic—Ice Fields Seen.

Col. Charles A. Lindbergh's own story of his New York to Paris flight, as related before the American Club in Paris, was reported by the Associated Press as follows:

"Gentlemen, I am not going to express my appreciation of the reception I have had here from Paris and the French. I would be unable to do so in words. But I will tell you a little about the flight from New York, and I believe you will be more interested in that than anything I can say, because I am not used to public speaking."

"We first considered this project last fall in St. Louis. We had one of the most successful air races there that has ever been made, so we decided to organize a flight, and at that time the Atlantic flight from New York to Paris seemed to be the greatest achievement we could consider—although there are other projects that would be greater—also because a flight from New York to Paris meant a good deal to us."

"There is no other country after America in which we would rather land than France, and I believe the name of the plane itself, Spirit of St. Louis, was meant to convey a certain meaning to the people of France. I hope it has."

Single Motor Chosen.

"There was a good deal of consideration of the type of plane to be used in the flight, but the single-motored was considered the best. And the reason for not carrying an observer was that we could carry more gasoline without one. It was impossible to miss the coastline of Europe, but we might have missed the coast of France by a few hundred miles if we had not carried enough fuel."

"The order for the plane was placed in San Diego. The motor of this plane is, I consider, one of the best types made in America. The record of the Wright motors is greater than that of any other type."

"After visiting San Diego, I awaited favorable weather conditions in the United States to make the flight to New York. It was during that time that the immortal Frenchman, Nungesser and Coli, left France, and as I have said before, on a much greater flight from France to America, because they were knowingly going into greater difficulties on account of wind and weather than from America to France."

Tied Up Four Days.

"Unfortunately, they probably met on the western coast with as bad weather conditions as ever existed."

"For four days I was tied up in San Diego awaiting clearer weather to go to New York. Finally we left San Diego one evening, flying over the mountains during the night, and arrived in St. Louis. Then from St. Louis we went to New York."

"In New York we were again delayed by weather conditions, and it was necessary to check the motor and plane, but nothing beyond inspection was done either to the motor or the plane."

"The machine had already done 6,200 miles—over 61 hours. I think this demonstrates the reliability of the commercial motor of today and demonstrates also the reliability of planes of modern construction."

"We finally decided to leave New York, upon receiving fairly good weather reports, and after working on the plane and making ready for the flight, we left New York at 7:52 in the morning (Friday, May 20). (Lindbergh habitually refers to himself and his plane as "we.")

"Weather conditions were satisfactory over Newfoundland, but after leaving the coast it was necessary to fly over 10,000 feet high because of sleet."

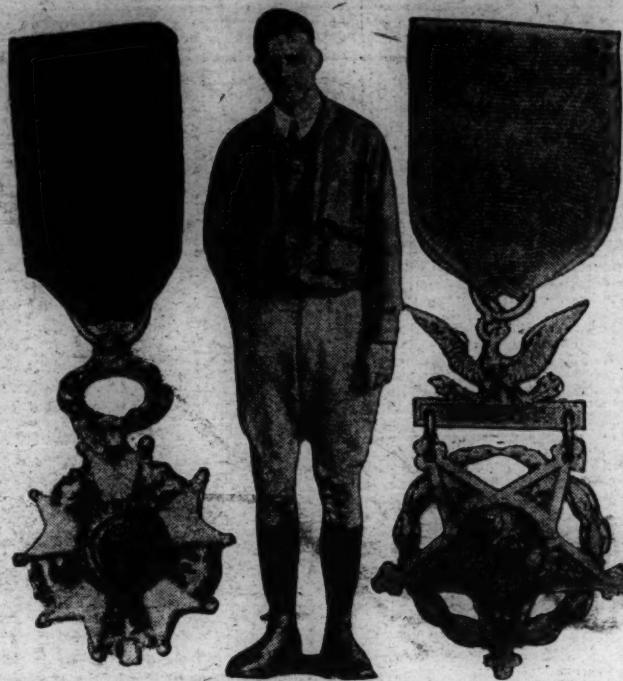
Saw Large Ice Floes.

"Then at night we flew over 8,000 to 10,000 feet, but in the day time we plowed through the fog. We finally picked up a course definitely about 3 miles north of the point on the west coast of Ireland which we had hoped to reach."

"I want to say that the fact that

**THE MANAGEMENT
of the
HOTEL
ROOSEVELT**
Wishes to Extend
Congratulations
to
**COL.
LINDBERGH**
and
WELCOMES HIM
To His Native Land

FRANCE HONORS LINDBERGH



Left—Cross of the Legion of Honor presented to Col. Lindbergh by France. Right—Congressional Medal of the United States, which, it is expected, Congress will award the flier.

matter of fact, to do so might be poor economics. He, himself, has said that it would cheapen him to accept such offers. By refusing to exhibit himself

in such fashion, he will retain his dignity, and, at the same time, no doubt, keep the value of his services and his name at par.

ST. LOUIS HOLIDAY SET FOR SATURDAY

Greeting to Air Hero Will Be Extensive One; Business Houses to Close.

St. Louis, June 10 (By A. P.)—In honor of the return home of Col. Charles A. Lindbergh, Saturday, June 18, will be declared a municipal holiday and business houses will be urged to close for the day, Mayor Victor Miller announced today.

Lindbergh is expected to arrive by airplane from New York about 3:30 p.m., Friday, but the welcome ceremonies proper will begin at 11:15 a.m., Saturday with a parade headed by the flier in an automobile with the mayor.

At 1:15 p.m., Lindbergh and his mother are to be honored guests at a private luncheon at the Coronado Hotel. At 3 p.m. the flier is to participate in raising of the world's championship pennant before opening of the Giants-Cardinals game. At 7 p.m. he is to be honored by a formal public dinner at the Hotel Chase at which 1,500 plates will be laid.

A program for Sunday is being arranged at Forest Park, where it has been suggested that Lindbergh's plane be placed on exhibition.

Lindbergh Boulevard Named.

Philadelphia, June 10 (By A. P.)—A highway, 5 miles long, today was named Lindbergh boulevard in honor of the transatlantic flier by official act of the committee of public works. The boulevard extends from a point in West Philadelphia to the Delaware County line.

People who seek desirable rooms and apartments in good locations read Post Classified Ads. Phone your ad today to Main 4205.



FOIL WRAPPING

HAS A REAL PLACE WITH A FINE CIGAR, providing the cigar . . . like the Rob Burns Perfecto Grande . . . has the real quality to deserve this extra precaution to preserve freshness and full flavor.

Rob' Burns - Perfecto Grande

10¢

And identical in quality
are Rob' Burns . . .

STAPLES

Perfecto-shaped

PANATELAS
Long, graceful, free-smoking

2 for 25¢

FULL Havana Filler

as is every Rob' Burns
size and shape

MEMPHIS' GOBS WORSHIP OCEAN AVIATOR

SAILORS ON SHIPBOARD WON BY LINDBERGH GRIN

"First Human Being We've Had on This Ship in a Long Time," They Declare.

TAKES MESS WITH CREW

By J. CK GLENN,
Path Representative Aboard the U. S. S. Memphis.

Aboard the U. S. S. Memphis, June 10.—Capt. Charles A. Lindbergh stepped aboard the United States cruiser Memphis at Cherbourg on the late afternoon of June 4, and while bands played and boatloads of French admirers cheered vociferously, 888 American gobs eyed him suspiciously as he crossed the deck to the quarters of Commander D. V. Bagley, which he was to occupy for the voyage. The gobs were willing to admit that Capt. Lindbergh was the newest international hero, that he was a competent and courageous aviator, and that he deserved all of the adulation which his feet had brought him. But was he human? or did he have clay feet?

Capt. Lindbergh settled that question before he had been aboard the cruiser more than 10 seconds. As he came up the gangplank his eye swept down the long line of marines and bluejackets, and he grinned that infectious and naive grin which had so endeared him to the French and English, and even to the skeptical newspaper reporters who had watched him take off on that momentous morning when his gray monoplane soared toward the rising sun on one of the most daring expeditions ever taken by man. The gobs did not grin back, because that would have been subversive of military discipline, but every man of them warmed to the aviator immediately.

Most Human of Guests.

"Shucks!" said a grizzled old seadog, "he's just a kid; but some kid!" he added, reflectively.

This portion of the American Navy, which is now steaming up the Potomac to land her noted passenger at the American Capital, where his people are to welcome him as one of the truly great of history, has had many famous guests in her cabins and at the mess tables of her officers.

Spanish princes and grandees, princes of the blood from Greece and Scandinavia, kings, writers, generals, admirals and philanthropists, and many of them have been popular and have met the scantly bestowed favor of the gobs. But none has ever been so popular with the enlisted personnel as Capt. Lindbergh. As one of the warrant officers phrased it, he "is the first human being we've had on this ship in a long time."

The French gave Capt. Lindbergh a royal send off when he boarded the ship which was to carry him to his native land and adulation such as he never dreamed of in the days when he was tinkering with motorcycles and riding a dipping parachute out of a mail plane. Cheers that could be heard for miles split the air when the admiral's barge pulled out from the Cherbourg docks with Lindbergh sitting in the stern sheets, and along-side hovered boats of all sorts, filled with whooping, howling crowds of admirers, overhead airplanes circling, the roar of their engines adding to the din, with half a dozen brass bands attempting in vain to be heard above the lusty shouting of the crowd, the noise of the aircraft, and the tooting of thousands of whistles.

Homeward Voyage is Begun.

A few moments after Capt. Lindbergh had landed and had been escorted by a detachment of officers to the commander's quarters, the Memphis flung out homeward bound pennant and set sail across the broad Atlantic bearing America's favorite son of the moment, the hero of the hour, Cherbourg finally became a tiny speck of smoke through which lights filtered, but for more than an hour five seaplanes circled the cruiser, bearing France's final good-by message to the boy who had slept in an ambassador's pajamas and captured a nation with the glory of his grin and the modesty of his bearing after an exploit that rang with daring and courage.

While the gobs were captured by the famous Lindbergh grin, they did not wholly belong to the captain, after the whole-hearted manner of gobs, until the second day out. This was on Sunday, and a report came that Clarence Chamberlin and Charles A. Levine had left the foggy shores of Long Island and were speeding through the skies over the course first traversed by Lindbergh.

The best place to sight the Bellanca plane, if she was to be sighted at all, was obviously from the crow's nest, but the nest is an uncomfortable place, and the gobs were divided in opinion as to whether the captain would attempt it. Naturally, when they saw him there with binoculars a little while later, eagerly scanning the sea for signs of Chamberlin and Levine, they were quite visibly impressed, for many of the crew who had been aboard five or six years had never been in the crow's nest.

Takes Airplane Photographs.

A few days later Capt. Lindbergh mounted to a yard arm, where he hung precariously while he took airplane photographs of the heaving decks of

TRANSOCEAN FLER HONORED AT AMERICAN CLUB IN PARIS



Honored at a luncheon of the American Club in Paris, Capt. Lindbergh refused to drink wine except to sip at his glass when a toast to his mother was drunk. In this picture are Raymond Orteig, donator of the prize money, and Ambassador Herrick.

the Memphis. During this early period Capt. Lindbergh apparently had a good time. The photographers and reporters who had come aboard with him agreed not to bother him for two days, and the hero was able to move about without being constantly posed before a lens or being requested to give his opinion of this, that and the other thing.

Meanwhile, he was being handsomely entertained by Commander Bagley, Vice Admiral C. H. Burrage, Capt. H. E. Lackey and the remainder of the 39 officers of the ship, who did the best they could without grog. Apparently it was enough, for on the second day out Capt. Lindbergh looked better than he had at any time since he landed in France.

Much of the tired look had gone from his eyes, the circles underneath them had vanished, and he grinned his way along the Memphis from bow to stern. To the great delight of the gobs he apparently did not realize that they knew who he was, and when it was suggested that they would like to have him eat in their mess he naively inquired if they would not mind having a stranger eat with them. He could not know that there was much discussion in quarters as to whether Capt. Lindbergh was being properly entertained by the officers, and so the men feared that he might not be having a good time, in which case he might talk after he got ashore and give their beloved ship a bad name.

Gets Sea Legs Soon.

Very little rough weather was met during the voyage, and what there was apparently affected Capt. Lindbergh no more than it did the oldest sailors. He got his sea legs after the ship had been out a few hours and thereafter handled himself aboard the Memphis with the same ease and confidence that characterized his mastery of his airplane. Also he grinned, and never lost his modest bearing, even when it was brought home to him that he had become the idol of the 880 gobs who are notoriously slow to acknowledge heroes. Day after day he was photographed in every conceivable position, for when their two days had expired the photographers dogged his footsteps from dawn till twilight.

Because the ship's officers knew that every man aboard the Memphis would like to see the hero at close range, Capt. Lindbergh was taken each day on a tour of inspection, down into the engine room, where the hard-boiled stokers stared at him in admiration, and into other quarters of the ship where sailors toiled manfully that the Memphis might reach America with her precious cargo intact. Later arrangements were made for Capt. Lindbergh to eat at a different mess each day, so that officers and men alike might hear him talk and listen to the golden words as they dropped from his smiling lips. He finished eating with the officers' messes, and then came the turn of the crew.

Mess Nineteen Gets Flier.

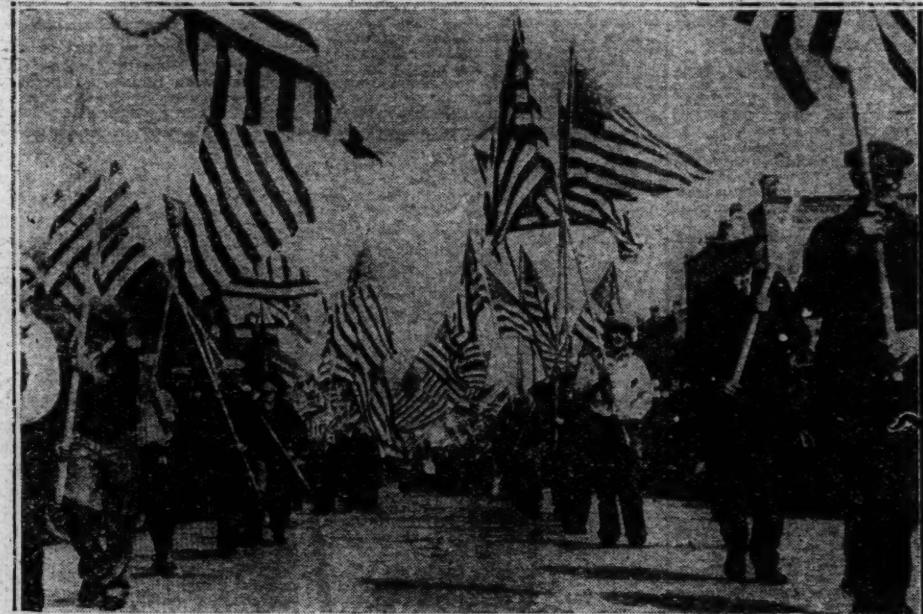
There was much excitement as to which of the crew messes would be the fortunate one to first have a meal with the great hero. Finally it became known that Mess Nineteen had won the coveted honor and there was much talk among the gobs, while those who belonged to the mess went about with their chests pushed out and their attitude almost unbearably offensive toward their less fortunate fellows. Later the men of the mess gathered their mates about them and delivered the verdict.

"Just like a gob he was," said another grizzled old seadog. "You would have thought he was a gob, the way he acted. No airs or nothing. But good manners, mind you; he knew all about forks and things. And boy, how he did eat! Looks like he'd soon fill up that long length of him if he eats like that all the time."

And so it went. Nobody who ever boarded the Memphis has been so popular as young Capt. Lindbergh, who, by the way, is never so called by the gobs. To them he is Charlie and Lindy, and occasionally Lucky Lindy. And tonight a proud and happy crew is pushing the Memphis rapidly toward the shores of America, happy that they have seen the great hero and proud that they are able to deliver him safe and sound to Washington, where an adoring nation will worship this young god of the air and bow in humble thankfulness that at last he has come home to them.

(Copyright, 1927, N. Y. Herald Tribune, Inc.)

LINDBERGH'S HOMETOWN CELEBRATES



A colorful parade featured a celebration at Little Falls, Minn., in honor of Capt. Charles Lindbergh, hero of the New York-Paris non-stop flight, who lived there when a boy.

Boston to Capital Flight Brought Aviator \$2,000

statement to The Post, agreed that he would "repeat his daring circles about the Washington Monument made last week and give an exhibition of spiral glides, banking and sudden dips."

WELCOME!

COLONEL CHARLES

LINDBERGH

Grand Palace Parlors

Home of
Personal Appearance

1403 H St. N.W.

A FULL PAGE PORTRAIT

of

COL. CHARLES A. LINDBERGH

In Beautiful Rotogravure

Will Form the First Page of the
Rotogravure Section of

THE BIG SUNDAY EDITION

of

THE WASHINGTON POST

WELCOME!
COL. CHARLES
LINDBERGH
UNITED CORSET
SHOP OF AMERICA
1301 G St. N.W.

PLANE THAT BRIDGED SEA WAS BUILT IN SIXTY DAYS

Ryan Monoplane Designed
and Assembled at Plant
in San Diego.

LINDBERGH MADE TESTS

Sixty days were required to build Ryan monoplane used by Col. Charles A. Lindbergh in his transatlantic flight, which will live forever in the history of this Nation. The craft was built in San Diego, Calif., and has been flown by no one but "Lucky" Lindbergh.

Twenty-four hours after Lindbergh went to San Diego and announced his intention of attempting a flight to Paris, the plans for the plane were drawn up. B. F. Mahoney, of the Ryan Airplane Co., and C. G. Peterson, assistant to the president of the Wright Aeronautical Corporation, supervised the building of the famous craft.

Lindbergh, like an anxious child awaiting the purchase of a new toy, stayed on the ground and daily watched the completion of the plane, which fate had decided would carry him to everlasting fame. When the plane was completed and ready to be flown, Lindbergh made the first and testing flights and since that time no one but himself has occupied the cockpit. The test flights, according to Mahoney and Peterson, revealed that not a single alteration was necessary.

The engine decided upon was a "Wright Whirlwind," the same engine used by Chamberlin and employed by Commander Byrd. The engine, a regular stock model, is air cooled, has nine cylinders of the radial type, which are placed like the spokes of a wheel, and has 225 horsepower.

The air cooling of the engine saves much weight. The engine uses approximately a gallon of gasoline every 10 miles and one pint of oil an hour.

Probably the most unusual feature of the plane is the queer cockpit. The pit is inclosed completely and pyramidal windows are provided in the doors on each side and directly overhead. The main gasoline tanks, located between the pit and the engine, obscure a forward view but a special periscope device is installed to permit forward vision along the left side of the plane.

This periscope consists of two 45 degree mirrors suitably mounted and reflects the image on the instrument board directly in front of the pilot. The periscope can be extended on the left side of the plane or can be drawn in out of the way. The periscope is fair for gliding to a landing, but when the ship is pulled back and about to settle, the pilot is practically blind.

The fuselage is of welded steel tubing and is braced according to the conventional method, but the tubing appears to be of small diameter and welded throughout. The rudder controls employ flexible cable and by a hand lever mounted on the left side of the cockpit, provision is made for adjustment of the horizontal stabilizer. The engine is mounted on a ring formed from the steel tube and the mounting is built separately of steel

MILITARY RECORDS PRAISE LINDBERGH

(CONTINUED FROM PAGE 4.)

Lieut. Comdr. G. C. Sweet, U. S. N., retired, Waterloo, N. Y., first officer of the Navy to fly, arrived here yesterday to greet Col. Charles A. Lindbergh, transatlantic flier, when he arrives in Washington today.

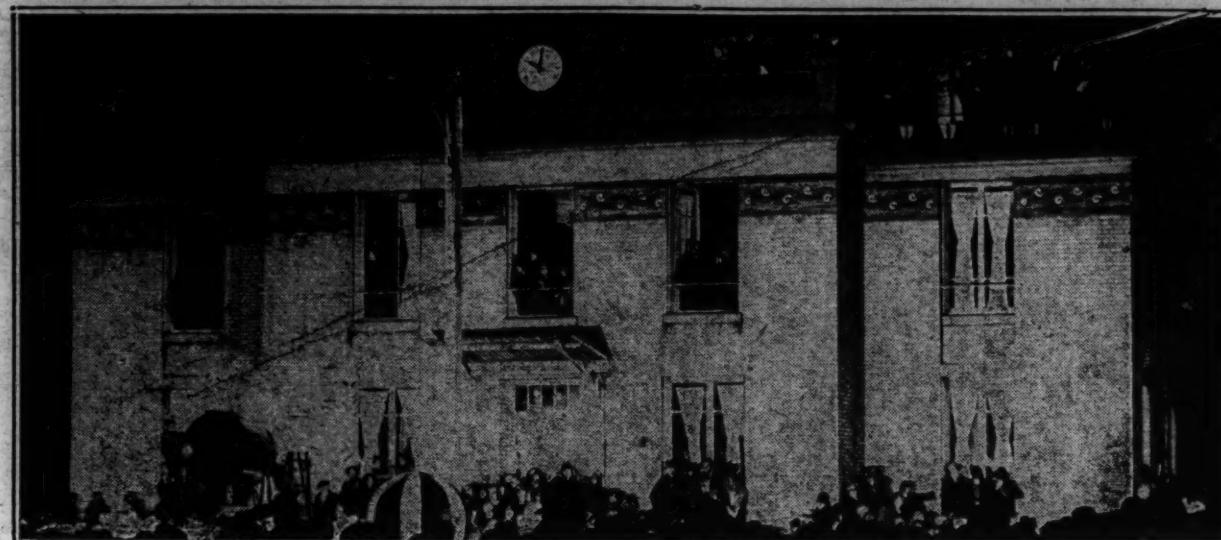
"I think Col. Lindbergh's accomplishment is the greatest individual feat ever performed," said the navy's first flier who made a flight with Wilbur Wright in his original plane at Fort Myer, Va., and College Park, Md., in 1908. The plane stayed up a half hour.

It is doubtful if even Rockefeller, were he obliged to pay straight advertising rates, could buy the space that has been devoted to Col. Lindbergh by the newspapers of the world.

Two days after Lindbergh landed in Paris a newspaper clipping agency in New York announced that his feat had taken up 27,000 columns of newspaper space—a world record for such a short period of time. There were more than 300,000 news articles.

There is no calculating what the to-

TWENTY-ONE MINUTES BEFORE END OF LINDBERGH'S FLIGHT



A crowd of thousands thronged Le Bourget Field awaiting the arrival of Charles A. Lindbergh from New York. Photograph shows the Administration Building at the field. It is 10 p. m., 21 minutes before the flier landed.

tubing and pinned to the fuselage proper.

The wings are of wood and fabric construction and conform to the standard practice. They are attached to the fuselage through four metal outboard struts.

The tail surfaces are of conventional design, the rudder is balanced and the landing gear is of the split type and hinged to the lower longeron. The plane is equipped with shock absorbers and apparatus for strengthening the rudder and body.

The fuel system consists of three small tanks mounted in the wings and two large tanks in the fuselage between the cockpit and the engine and has a total capacity of 458 gallons of gasoline. Leads from the fuel tanks are controlled on the instrument board, where a series of valves are arranged controlling each tank and the feed to the carburetor so that the pilot can use any or all of the tanks. The fuel is pumped from the tanks by an engine driven fuel pump, and a hand pump is provided for the same purpose.

The oil tank of the famous plane carries 20 gallons and is mounted in the engine compartment.

The instrument board, directly in front of the pilot, is equipped with devices to give the pilot knowledge of the speed, height, direction and fuel supply. An air scoop is installed to provide the pilot pit with fresh air.

First Naval Flier Here for Lindbergh

Lieut. Comdr. G. C. Sweet, U. S. N., retired, Waterloo, N. Y., first officer of the Navy to fly, arrived here yesterday to greet Col. Charles A. Lindbergh, transatlantic flier, when he arrives in Washington today.

"I think Col. Lindbergh's accomplishment is the greatest individual feat ever performed," said the navy's first flier who made a flight with Wilbur Wright in his original plane at Fort Myer, Va., and College Park, Md., in 1908. The plane stayed up a half hour.

GREETING OF ADMIRERS RETURNED



Col. Charles A. Lindbergh with Ambassador Houghton and military aide, acknowledges the ovation given him by the English upon his arrival from Paris at Croydon, England.

First Trip Across Ocean, In 1492, Took 69 Days

(By the Associated Press)

Here are some other nonstop transatlantic flights that furnish highlights in the history of travel as selected by the National Geographic Society:

Columbus—Sailed from Palos, Spain, August 3, 1492, arrived at San Salvador October 12; time elapsed, 69 days.

Pilgrim Fathers—Sailed from Plymouth, England, September 6, 1620, arrived Cape Cod November 19; time elapsed, 74 days.

Dreadnaught, Yankee Clipper Ship—Sailed from New York June 15, 1859, arrived Cape Clear, Ireland, on June 27; time elapsed, 12 days.

Savannah, first steamship to cross Atlantic—From Savannah, Ga., to Liverpool, leaving Savannah May 24, 1819, crossing in 27 days.

Great Eastern, famous early steamship—Sailed from Needles off Southampton, England, June 17, 1860, arrived New York June 28; time elapsed, 11 days.

Mauritanian—Sailed from New York to Cherbourg September, 1924; time elapsed, 5 days, 1 hour and 49 minutes.

Zeppelin Dirigible ZR-3 (later Los Angeles)—Sailed from Friederichshafen, Germany, October 12, 1924, arrived Lakehurst, N. J., October 15; time elapsed, 74 days.

British biplane (Alcock-Brown)—Took off at St. Johns, N. F., June 14, 1919, arrived Clifden, Ireland, June 15; time elapsed, 16 hours, 12 minutes.

Press Exhibit Invites Fliers.

New York, June 10 (By A. P.)—More honors for Lindbergh. The Pennsylvania Railroad announced at its division headquarters here today that two of its crack trains, "The St. Louisian," westbound, and "The New Yorker," eastbound, would be known hereafter under one name as "The Spirit of St. Louis."

tal of space is now, but it must be tremendous, because the young flier's activities have continued to be "page-one stuff" ever since he took off, 21 days ago.

Trains Named for Air Hero.

Cleveland, Ohio, June 10 (By A. P.)—More honors for Lindbergh. The Pennsylvania Railroad announced at its division headquarters here today that two of its crack trains, "The St. Louisian," westbound, and "The New Yorker," eastbound, would be known hereafter under one name as "The Spirit of St. Louis."

ORTEIG PRIZE DONOR LATE FOR LANDING

Finds Lone Wolf of Air Had
Ended Flight on Reaching
Paris.

The one man who probably was most eager to see Col. Lindbergh land at Le Bourget Field missed seeing that historic spectacle by fifteen minutes. The man was Raymond Orteig, whose offer of a \$25,000 prize started most of the talk about a New York-to-Paris flight.

Orteig, who is a New York hotel man, was in the south of France when Lindbergh took off from New York. Hearing of Lindy's departure, Orteig immediately caught a train for Paris.

Arriving in Paris after experiencing some very poor train service, Orteig jumped into a taxicab and started for the flying field. He was about half way out when he heard that Lindbergh had landed, so he turned back. Later he met the flier and stated that he felt "much lighter." The thought that many men might lose their lives before a New York-to-Paris flight was accomplished, he said, had been a severe strain on his conscience.

Welcome Home!

Col. Chas. A. Lindbergh

The
Fearless Pilot

Your dash and valor in successfully crossing the Atlantic has everlastingly endeared you to the hearts of your countrymen.

National Electrical Supply Co.
1328-1330 N. Y. Ave. N.W. Phone Main 6800

FATHER'S BOOK VISIONS ACHIEVEMENT OF FLIER

Volume, Written in 1917, Told
of Great Mechanical
Advances.

SENATE PAGE HAS COPY

Fourteen years ago, while a member of Congress, the father of Col. Charles A. Lindbergh wrote a book on "Banking and Currency and the Money Trust," and in the preface prophetically visioned just such an event as the epoch-making transatlantic flight which made his son world famous.

The elder Lindbergh wrote the book in 1913. It was published in Washington by the National Capital Press Co. Before leaving Congress in 1917, Representative Lindbergh gave a copy of his book to Richard Langham Riedel, veteran Senate page, then 8 years old.

Representative Lindbergh, in presenting the book to Riedel, remarked that he was probably too young at that time to understand the principles expounded in the book, but urged Riedel to "keep it with my compliments."

Following Col. Lindbergh's transatlantic flight, Riedel received the gift from Lindbergh's father and started to read the book. The first few words in the preface, Riedel discovered, visioned just such an event as the transatlantic flight of the author's son. It says:

"We live in an age of mechanical devices and have the use of methods by which the natural elements are harnessed and made use of, and it is natural that men shall look forward to the time when the people themselves will secure the full benefit of all these things."

Telegrams for Lindbergh Total More Than 32,000

More than 32,000 telegrams of congratulation had been received for Col. Charles A. Lindbergh over Western Union wires at 12 o'clock last night, according to officials here. There was no sign of a let-up in the steady flow of messages, and officials expected that the force of 38 picked men handling Lindbergh greetings, exclusively, would continue work throughout the night at unabated speed.

The telegrams are from virtually every city and town in the United States, and every province in Canada has its representation. In addition, there are many cablegrams from Europe and other parts of the world. Reports from company officials in various centers of the country lead telegraph officials here to believe the flow of messages will continue throughout Saturday and Sunday.

A vast number of telegrams take a religious turn, there being hundreds in which the sender said he or she had prayed for hours while Lindbergh was on his flight.

There was one telegram from the 8-year-old son of a well known aviator who recently lost his life in a Navy flight, which congratulated Lindbergh on his successful attempt, and especially upon his safe return.

More than 1,000 messages have been received thus far for Mrs. Evangeline Lindbergh, mother of the aviator.

There was one message from Minneapolis, 15,000 words in length and signed by 5,000 individuals, including the most prominent in the community. Another message from the Frisco Lines Club of St. Louis contained 2,000 individual signatures.

Roma Victim's Widow Sees Daughter Die

Omaha, Nebr., June 10 (By A. P.)—Mrs. Mabel E. McNally, who was at Langley Field, Va., when her husband was killed in the crash of the airship Roma in 1922, yesterday stood by the bedside of her daughter, Margaret, 6, and watched her die, the victim of an automobile accident.

Margaret was struck by a car as she was hurrying to a neighborhood store to buy groceries. Mrs. McNally's husband had been commissioned to write a book on the construction and the scientific and technical advances of the Roma. His wife saw the machine when it crashed.

Tour Bureau Shows "Lindy's" Motor Twin

A duplicate of the Wright Whirlwind air-cooled motor which carried Col. Charles A. Lindbergh across the Atlantic to Paris is on exhibition at the touring bureau of the American Automobile Association, Seventeenth street and Pennsylvania avenue northwest.

The motor on display by the A. A. A. is an exact reproduction of Lindy's motor and may be seen from 8 a. m. to 10 p. m. daily. A similar motor was used by Clarence Chamberlin in his Belanca when he flew to Germany.

Lindbergh Carries \$10,000 Insurance

Charles A. Lindbergh, hero of the New York to Paris flight, carries a converted Government insurance policy for \$10,000. His mother, Mrs. Evangeline L. Lindbergh, is named as beneficiary.

The records show that Lindbergh obtained the policy on June 28, 1924, while a flying cadet at Brooks Field, Tex. In March, 1925, he graduated at Kelly Field, Tex., and was commissioned a second lieutenant in the Air Service Reserve Corps.

MONOPLANE WHICH CARRIED LINDBERGH ACROSS



The Spirit of St. Louis, Lindbergh's plane.

NINE SUSPECTS HELD IN "CON" MAN SEARCH

Police on Lookout for Crooks Here to Prey on Throng Greeting Air Hero.

Nine men, from widely scattered sections of the United States, were taken into custody early this morning by a special squad of headquarters detectives assigned to be on the lookout for pickpockets and confidence men during the Lindbergh celebration.

All of the men told the detectives that they were salesmen and came here to sell novelties to the celebration crowds. They were charged with investigation and held without bond in the First and Third precincts until their records are investigated.

They were arrested by Detectives Edward Kelley, George Darnall, Thomas Sweeney and Joseph Waldron who have been ordered to check the operations of pickpockets and confidence men during the celebration. The detectives were scouring the streets for suspects all last night and early this morning.

The men arrested last night told police they were George Young, of Philadelphia, Pa.; Eugene Gutman, of Chicago, Ill.; Robert Douglass, of Irwin, Pa.; Abe Werner, of Reading, Pa.; Harry Kelley, no fixed address; Nathan Borowitz, of Boston, Mass., and Louis Singer, Maurice Platt and Julius Silverhart, of Pittsburgh, Pa.

Lindbergh to Get Sport Franklin Car

When Col. Charles A. Lindbergh is through with the strenuous tour of receptions and parades he will drive a new Franklin sport sedan equipped with an air-cooled motor.

The offer of this car was cabled to him while he was still in Paris by H. H. Franklin, president of the Franklin Automobile Co., and was immediately accepted with cable of sincere appreciation.

Arrangements are being made to present the car during Col. Lindbergh's stay in New York following his initial reception in Washington.

Return Hawaii Flight Is to Be Attempted

Albuquerque, N. Mex., June 10 (By A. P.)—Chester Tallmadge, of Albuquerque, an aviator who served with the Royal Flying Corps for sixteen months during the World War, has announced his intention of attempting a round-trip flight from San Francisco to Honolulu next month. F. D. Gibson, New York oil man, is the principal backer of the project.

He will try to win both the \$25,000, offered by James D. Dole, of Honolulu, for a flight to that city, and the \$50,000 offered by the San Francisco Chamber of Commerce for a round trip from that city to Honolulu.

Flier "Shy, but Sweet," U. S. Girls in London Say

New York, June 10 (By A. P.)—Shy, but sweet was the combined estimate of two American girls who saw Col. Charles A. Lindbergh in London.

"He is the sweetest thing," said Miss Elizabeth Robinson, daughter of Theodore Douglas Robinson, Assistant Secretary of the Navy. Miss Robinson saw the flying colonel at the American Embassy.

"He is very shy and reticent," declared Miss Pauline Folk Day, who could not see the ocean conqueror at the English derby on account of the crowd, but saw him later at a restaurant. Misses Robinson and Day returned from England today on the Mauretania.

The Mauretania passengers had plenty to talk about, mostly aviation. The Cunard liner had a close-up of the Columbia as it flew to Germany. The 664 passengers were still talking about sighting the Columbia when the ship docked.

Texas Couple Come Here, Honeymoon in Plane

Honeymooning in the sky is the unique experience of Capt. and Mrs. Frank M. Hawkes, late of Houston, Tex., and Tampico, Mexico, who arrived here yesterday in the "Pride of San Diego," a sister ship to that in which Col. Charles A. Lindbergh made his hop across the Atlantic.

Capt. Hawkes met Miss Edith Bowie, whose father is somewhat of a lumber baron in the Southwest, while he was an aviation expert in Mexico. Miss Bowie had lived most of her life in Tampico. The two were married several weeks ago in Houston, Tex. Leaving his bride for a few days, Capt. Hawkes went to San Diego, where the plane awaited him. The plane was officially christened "Pride of San Diego" by the Chamber of Commerce.

The captain then returned to Houston for his bride. The two have flown from Houston to Washington, with a

number of stops en route, in the plane. Their plane attracted much attention at its stopping places, as it is the only replica of Lindbergh's plane in existence. With a few exceptions the "Pride of San Diego" is the exact duplicate of the "Spirit of St. Louis."

The Lindbergh plane has a wing spread of four feet more than Capt. Hawkes' plane and the captain's plane has a cabin for five passengers instead of the enormous gasoline tanks in the Lindbergh plane. The Hawkes' plane is painted gold, while the Lindbergh plane is painted silver.

Capt. and Mrs. Hawkes are stopping at the Mayflower Hotel. They expect to accompany Col. Lindbergh on his flight to New York Monday. In fact, Capt. Hawkes has offered to lend his plane to the colonel if any accident mars his plans to fly the "Spirit of St. Louis."

They expect to enter the "Pride" in the Ford reliability tour.

NUNGESSION SEARCH WILL BE REPEATED

First Flight Over the Ragged Newfoundland Coastline Reveals no Clew.

St. Johns, N. F., June 10 (By A. P.)—Undismayed by his first day's failure, Maj. F. Sidney Cotton was eager today to renew his air search for Captains Nunger and Francois Coll, missing French transatlantic fliers, who are believed to have met disaster somewhere near this island.

Maj. Cotton flew his big monoplane, the Jeanne D'Arc, over the jagged coastline and rugged interior of the huge wedge of land including this city, Harbor Grace, 25 miles northeast, and the southwestern shore tip of Placentia Bay, 120 miles to the south.

From scattered communities in this area came persistent reports of a humming airplane and varying accounts of strange explosions and troubled motors on May 9, the day the French fliers were due to reach this side of the Atlantic.

The relief plane spent three hours in the air in the late afternoon, but could discover no trace of wreckage or any other clew.

Flight From Manila To U. S. Is Offered

Manila, June 10 (By A. P.)—Capt. Fabiano Bugarin, a reserve officer of the United States Army, today offered to fly from Manila to San Francisco if the Philippine Government or private backers would supply him with a plane. Capt. Bugarin has been flying for several years for the Bureau of Agriculture, here, in its work against locusts.

Ten-Mile Speed Limit Set for Lindbergh's Car

Throughout Col. Charles A. Lindbergh's stay in Washington the aviator who drove his airplane across the Atlantic at the rate of 100 miles an hour will not be permitted to travel faster than 10 miles an hour.

Police escorts of the flier will hold him down to this speed limit at the request of the citizens' reception committee in order that as many persons as are along his route may have an opportunity to get a good look at him.

Police officials would personally prefer that Col. Lindbergh travel through the streets as rapidly as possible in order to prevent the assemblage of crowds about his automobile. Throughout his stay here Col. Lindbergh will have a squad of fourteen motorcycle police with him wherever he goes. They will ride in front, beside and behind the automobile in which he travels.

FLIER'S AERO ON VIEW ON RIVER TOMORROW

Spirit of St. Louis Will Be Placed on Barge Near Hains Point.

Col. Charles A. Lindbergh has approved a plan whereby the public of Washington may view his plane tomorrow. The Navy Department announcing that after arrival of the Memphis, the Spirit of St. Louis will be taken to the Naval Air Station at Anacostia and assembled there. Tomorrow, it will be placed on a Navy barge, which will be towed off Hains Point and anchored in sight of the point.

Forty-four Navy planes will participate in the aerial escort for Col. Lindbergh into Washington today. Twenty-two pursuit planes from the Naval Air Station at Hampton Roads, Va., and from the Marine Flying Field at Quantico, Va.; sixteen torpedo planes from Hampton Roads, Va.; six observation planes, and the Navy's dirigible Los Angeles will maneuver over the ship as it approaches the city.

Naval aircraft will maneuver on the left-hand or Virginia side of the Memphis during its progress up the river, until it reaches the mouth of the Anacostia River, at which time the boundary line for Navy aircraft becomes the north or Washington bank of the Anacostia River, and craft will maneuver north of there. The Naval planes will maneuver at an altitude of 2,000 feet and above.

German Air Route Extended to Persia

Berlin, June 10 (By A. P.)—The German Lufthansa (Commercial Airplane Transportation Co.) announced today extension of the Berlin-Moscow route to Teheran, Persia, through an agreement between the Russian Air Transit Co. and the Persian National Airlines Co., enabling Persian planes to fly as far as Baku on the Caspian Sea. Thus passengers will be able to go from Berlin to Teheran by changing planes twice—at Moscow and Baku.

The Lufthansa also announced the opening of the Breslau-Berlin-Stockholm route. The time for this journey by air will be nine hours, whereas by ship and rail it takes 32½ hours.

Maj. Beires Missing On Flight From Para

Buenos Aires, June 10 (By A. P.)—A Lufthansa (Commercial Airplane Transportation Co.) announced today extension of the Berlin-Moscow route to Teheran, Persia, through an agreement between the Russian Air Transit Co. and the Persian National Airlines Co., enabling Persian planes to fly as far as Baku on the Caspian Sea. Thus passengers will be able to go from Berlin to Teheran by changing planes twice—at Moscow and Baku.

Maj. Beires flew from the west African coast across the southern Atlantic to the Island of Fernando de Noronha, off the Brazilian coast, in March. From the island he flew to the South American mainland.

Boy Scout Brings Letter to Lindbergh

Bearing a letter of congratulations to Col. Charles A. Lindbergh from his schoolmates in Oneida, N. Y., William Humphrey Ryan, a Boy Scout and honor student of the Oneida High School, arrived here yesterday. He will present the letter to Col. Lindbergh. Young Ryan is the grandson of John T. Ryan, junior vice commander of Kit Carson Post, G. A. R., and is staying at his grandfather's home, 756 Seventh street southeast.

Lindbergh Backers See Dwight F. Davis

Harry H. Knight, Harold Bixby and J. J. McAuliffe, members of the group of St. Louis business men who promoted Col. Charles A. Lindbergh in his transatlantic flight, conferred with Secretary of War Davis yesterday regarding the welcome of Col. Lindbergh in St. Louis, Sunday, June 19.

Secretary Davis will attend the celebration and present Col. Lindbergh with a colonel's commission in the Army Air Corps Reserve.

Zionists Recognize Levine for Flight

The Hague, June 10 (By Jewish Telegraph Agency).—Recognition for Charles A. Levine for his part in the nonstop transatlantic flight from New York to Germany has been expressed by the Dutch Zionist Federation. The federation has inscribed Levine's name in the Golden Book of the Jewish national fund.



Welcome Home Col. Lindbergh

WITH deep admiration of your great contribution to the advance of aviation, with as deep admiration for your service as an unofficial ambassador to sister nations, we welcome you home from your history-making flight to Paris We are proud of your great triumph in air navigation We are proud of your genuine man-to-man diplomacy We welcome you as a skillful aviator . . . we welcome you as a diplomat fostering international good will . . . and we welcome you as a brave, spirited and modest man and countryman

THE B. F. GOODRICH RUBBER COMPANY
AKRON, OHIO

ON THE SUCCESSFUL NON-STOP FLIGHT TO PARIS OF COLONEL CHARLES A. LINDBERGH, HIS RYAN MONOPLANE, "THE SPIRIT OF ST. LOUIS," WAS EQUIPPED WITH GOODRICH SILVERTOWN TIRES

COMDR. RICHARD E. BYRD TO AWARD GOLD MEDAL

North Pole Flier Will Honor Lindbergh for National Geographic Society.

RIVAL TO PAY TRIBUTE

Commander Richard E. Byrd, first to fly across the north pole, has been designated to notify Capt. Charles A. Lindbergh of the award to him by the National Geographic Society of the Hubbard gold medal.

Thus Byrd, whose ambition to fly first to Paris, was set aside by Lindbergh, will formally notify his successful rival of the award which Byrd himself received at the hands of President Coolidge year ago this month.

Dr. Gilbert Grosvenor, president of the National Geographic Society, extended the invitation to Byrd to notify Lindbergh of the award. The notification will take place at the National Aeronautic Association breakfast Monday morning, which will be attended by a small group of America's most famous fliers.

The Hubbard gold medal is America's highest award for exploration. Only seven men have received it in the 39 years of the National Geographic Society's history, including Peary, Shackleton, Stefansson and Bartlett. The inscription reads:

"Awarded by the National Geographic Society to Charles A. Lindbergh for his heroic service to the science of aviation by his solitary flight from New York to Paris May 20-21, 1927."

Van Orman and Aid Winning Balloonists

(By the Associated Press.)

The National Aeronautical Association yesterday officially credited W. T. Van Orman and his assistant, W. W. Norton, with the victory in the recent national balloon race which started from Akron.

They flew the entry of the Akron Chapter of the Aeronautical Association, covering 718 miles before landing one mile southwest of Hancock, Me.

English Barges Asked To Chesapeake Race

London, June 10 (By A. P.)—An Anglo-American race of sailing barges is foreshadowed by the Daily Mail.

Twenty Thames barges raced for 60 miles on the Thames estuary yesterday, and, according to the newspaper, their fine sailing so deeply impressed "a Mr. Black, wealthy American, understood to be the proprietor of a Baltimore newspaper," that he suggested that a race between American and English barges be held on Chesapeake Bay next summer.

Van Lear Black, chairman of the board of directors of the Baltimore Sun, has been on an air tour of Europe for the last few months. Several weeks ago it was reported from London that he had chartered an airplane for a flight to the Dutch East Indies and return. He announced at the time he was interested in the commercial aspects and possibilities of aviation.

Cafe Owner Acquitted Of Charge by Woman

Dennis Kriekokias, proprietor of a lunchroom at 1201 Twenty-sixth street northwest, has been acquitted of a charge of attempted assault, preferred last February by Mrs. Jessie Hatton, who runs a rooming house at 1230 Twenty-ninth street northwest.

Kriekokias denied that he had attempted to assault the woman and was acquitted by a jury in Criminal Court No. 2, Justice James F. Smith. He was represented by Attorney Soterios Nicholson.

Nations Honor Airman With Many Awards

The following medals and awards have been presented or will be presented to Col. Charles A. Lindbergh:

By France—Cross of the Legion of Honor; medal and pin of Lafayette Escadrille.

By Great Britain—Royal Air Force Cross.

By Belgium—The Order of Leopold.

Aero Club of France—Gold medal.

By Swedish Aero Club—Gold plaque.

By United States—Distinguished Flying Cross.

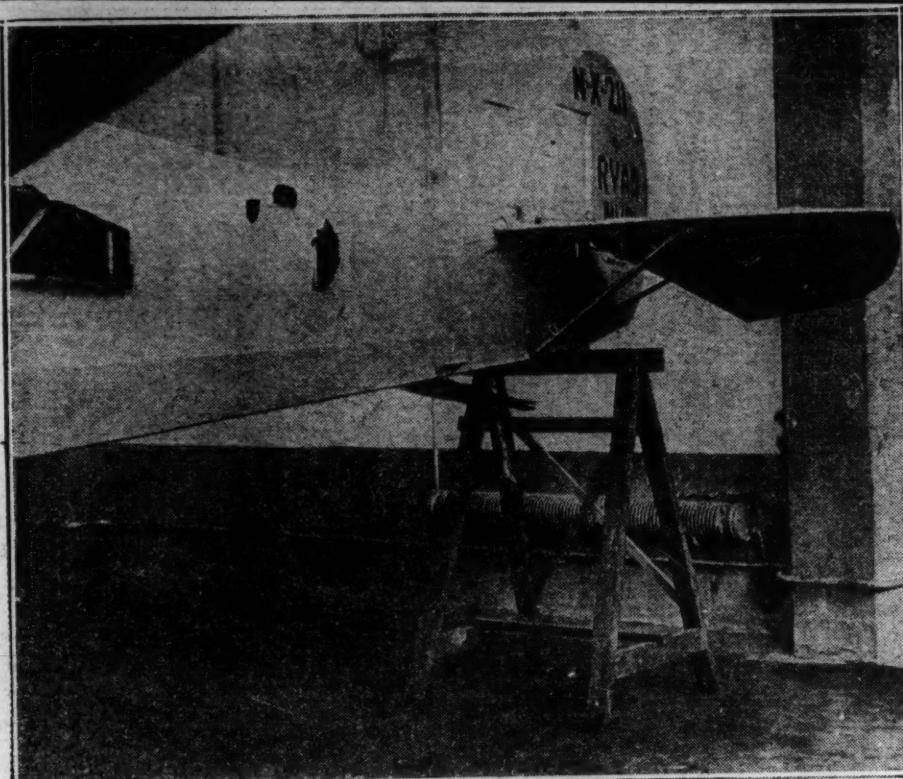
By New York State—Medal of Valor.

By National Geographic Society—The Hubbard Medal.

By Smithsonian Institution—The Langley Medal.

In addition to these, many organizations and societies have voted special medals in his honor. It is also expected that immediately upon the convening of Congress he will be further honored by the United States by being awarded the Congressional Medal of Honor.

FUSELAGE OF PLANE DAMAGED FOR SOUVENIRS



The souvenir hunters damaged the fuselage of the Lindbergh plane, as this picture shows, in their efforts to obtain bits of metal and fabric.

DALLAS-TO-HONGKONG TAKE-OFF ON JUNE 23

Lieuts. Stern and Windham to Try for Easterwood \$25,000 Prize.

Dallas, Tex., June 10 (By A. P.)—The first take-off in the proposed Dallas-to-Hongkong flight contest is scheduled for Thursday, June 23, William E. Easterwood, Jr., donor of the \$25,000 prize, announced tonight on receipt of official entry blanks from Lieuts. Ben Stern and Jess Windham, of Memphis, Tenn.

The two fliers will use an Eagle Rock biplane equipped with a Wright Whirlwind motor. The plane is nearing completion in Denver and will be flown to Dallas a few days before the take-off, Easterwood said.

The plane will be without pontoons, but the fliers will carry rubber life preservers which carry ten days' rations and water. The ship has a metal propeller, 52-foot wing spread and fuel capacity for 3,500 miles, with a cruising speed of 110 miles an hour.

Stops will be permitted at San Francisco, Hawaii and the Philippines, but Hongkong must be reached in 144 hours to win the prize.

War Mothers Chart Theater Fund Relief

American War Mothers of the District, meeting last night in the Hotel Hamilton, laid plans for their benefit performance of "Pollyanna" Tuesday night at the National Theater. Funds realized from the benefit will be used in carrying forward relief work among veterans at local hospitals.

Mrs. E. C. Wagner, president of the society, announced plans for a party for disabled veterans, June 20, at Mount Alto Hospital. Mrs. Evan Fuge is chairman of the committee in charge. Mrs. Mary A. Baughan, of North Carolina, and Mrs. E. M. Anderson, of Philadelphia, both gold star mothers, were guests last night of the society. Mrs. Wagner represents the chapter on the Lindbergh reception committee.

PINEDO IS GREETED AT PONTE DEL GADA

St. Michael's Island in the Azores Is Reached by Italian Aviator.

Ponta Del Gada, Azores Islands, June 10 (By A. P.)—Commander Francesco de Pinedo, arrived at St. Michael's Island, largest of the Azores group, at 2 o'clock this afternoon. He had left Horta this morning, continuing his four-continent flight.

The Italian flier was scheduled to continue his aerial voyage back to Italy.

Ponta del Gada took a holiday to welcome De Pinedo. The stores were closed and the population turned out on the waterfront to see the fliers come ashore. The landing quay and the streets through which the aviator passed for the official reception were brilliantly decorated. The crowds cheered frantically and women showered Commander de Pinedo with flowers.

Commander de Pinedo will attend a banquet this evening and a gala performance by a Portuguese dramatic company.

AMERICANS WHO GREETED AIRMEN



Dewitt C. Pool, left, Counselor of the United States Embassy, who flew to Kottbus to greet Chamberlin and Levine after their trans-ocean flight, and Jacob Gould Schurman, American Ambassador, who awaited their arrival at Berlin.

WOMAN SEEKS PILOT FOR ATLANTIC FLIGHT

Mrs. Campbell, of Chicago, Has Rival in a German Feminine Flier.

Chicago, June 10 (By A. P.)—The first woman to seek transatlantic flying fame will be Mrs. E. Lewis Campbell, of Chicago, if she can find a pilot brave enough to accompany her, she announced today. Mrs. Campbell is wife of the president of the Chicago Flying Club and is learning to be a pilot. She said that she would take off in a minute if she finds a pilot to go with her.

"I wouldn't worry about anything," she said. "I'd pull on my flying togs and buy my other clothes in Paris. It won't be long till women will be doing that every day."

Mr. Campbell said he hoped his wife would be the first to make the trip.

Hamburg, Germany, June 10 (By A. P.)—"I am ready to fly to America at the drop of the hat, provided I have the right machine," Thea Rasche reiterated today, as she tinkered at her Udet Flamingo stunt plane, getting ready for her flight to Berlin to greet Chamberlin and Levine at tonight's American Club dinner.

"Fear?" exclaimed Germany's only licensed woman airmail pilot. "I don't know that word," she said. "How else could I do stunts such as I do? As far as my personal inclinations are concerned, I would fly at once."

The Italian flier was scheduled to continue his aerial voyage back to Italy.

Ponta del Gada took a holiday to welcome De Pinedo. The stores were closed and the population turned out on the waterfront to see the fliers come ashore. The landing quay and the streets through which the aviator passed for the official reception were brilliantly decorated. The crowds cheered frantically and women showered Commander de Pinedo with flowers.

Commander de Pinedo will attend a banquet this evening and a gala performance by a Portuguese dramatic company.

LEVINE ANSWERS NEW; STAMPS NOT FOR SALE

Letters Carried by Airplane Columbia for Historical Societies, He Says.

Berlin, June 10 (By A. P.) (Jewish Telegraphic Agency)—Charles A. Levine replied with a smile to questions asked him by press representatives concerning criticism by Postmaster General New with regard to the mail carried by the Columbia on its nonstop transatlantic flight.

"The insinuation that we carried the mail for the value of the stamps might have for philatelists is simply absurd. The stamps were duly canceled by the local postal authorities and I fail to see where the Postmaster General finds any violation on our part. The fact of the matter is that we intended to present these stamps to historical societies."

Mr. Levine then showed a cable from the Brooklyn Institute of Arts and Sciences in which he is requested to distribute the stamps of the flight among historical societies.

Chicago Car Strike Authorized in Vote

Chicago, June 10 (By A. P.)—Street car men have authorized their union leaders to call a strike if other means of obtaining a satisfactory wage agreement fail. Less than 2 per cent of the conductors and motormen who voted yesterday on the strike proposal were against such action, the union's election commission announced.

The men have asked a 15 cents an hour increase, which would raise the maximum pay to 90 cents. The Chicago surface lines have offered a new contract at a 5 cents an hour reduction from the present 75 cents maximum. Company officials indicated they would resist the union demands.

LINDBERGH ADVENT TAXES PHONE LINES

150 Additional Operators Put On to Handle Rush of Calls in Capital.

Washington telephone users made about 50,000 more calls yesterday than on any other day during the present month, according to Charles T. Clagett, general commercial superintendent of the Chesapeake & Potomac Telephone Co. For the past several days, the calling rate in Washington has shown a steady increase and a peak was reached last night with about 615,000 connections having been made.

Operating officials of the telephone company, anticipating an increase in the number of calls during the visit of Col. Lindbergh, had arranged for a reserve force of 150 additional operators to take care of the rush. Even with this extra assistance the operating forces were taxed to the utmost to maintain the service to the usual high standard, Mr. Clagett stated.

The previous high record for telephone calls on any day here was made in 1925 on the Saturday that the Washington-Pittsburgh ball team were scheduled to play the fourth game of the world series. Due to inclement weather the game was called off and fans who were interested in finding out whether the teams would play, made calls, bringing the total for the day up to 600,000.

Campus Beer Parties Charged at Chicago

Chicago, June 10 (By A. P.)—Two leaders in college activities have been asked to leave a dormitory and President Max Mason, of the University of Chicago, has called on the student body to aid in investigating and combatting drinking at the school after reports of beer drinking on the campus and in a dormitory Sunday night.

Recent prohibition raids on liquor sources near the school followed the death of a student from drinking drug store gin. President Mason summoned fifteen of the school's leading students to confer with him this afternoon.

Chi Sigma Sorority Names New Officers

Loretta Cunningham was elected president of the Chi Sigma Sorority holding its annual convention last night in the Carlton Hotel. Approximately 85 members attended the meeting, at which eight local chapters were represented.

Other officers chosen were Margaret Casey, advisor; Lucille Jones, first vice president; Dorothy Lang, second vice president; Amelia Fitch, secretary; Lillian Killerman, treasurer; Laura Baulsir, custodian of property; Mildred Moore, historian. An address was delivered by Gladys Perry, national president of the sorority.

Professor Quits Yale For Steel Position

New Haven, Conn., June 10 (By A. P.)—John Johnston, Sterling professor of chemistry, will leave Yale with the end of the college year to join the United States Steel Corporation as director of the department of research and technology, it was announced today.

He has been Sterling professor since 1919 and head of the chemistry department since 1920.

President Coolidge Voices Nation's Praise

Among the first to cable congratulations to Col. Lindbergh after his arrival in Paris was President Coolidge, who today will become his host. The message, which was sent to the American Embassy in Paris, follows:

"The American people rejoice with me at the brilliant termination of your heroic flight. The first nonstop flight of a lone aviator across the Atlantic crowns the record of American aviation. In bringing the greetings of the American people to France you likewise carry the assurance of your admiration of those intrepid Frenchmen, Nungesser and Coli, whose bold spirits first ventured on your exploit, and likewise a message of our continued anxiety concerning their fate."

Ladies Can Wear Shoes

one size smaller and walk or dance in comfort by using Allen's Foot-Ease the Antiseptic Healing Powder to shake into your shoes

ALLEN'S FOOT-EASE

To COLONEL *Charles A.*

A *Lindbergh*

**A WELCOME
from the PACIFIC
COAST**

where he obtained, for the Trans-Atlantic flight that is celebrated again today by the entire nation, the Ryan monoplane he so gallantly flew, built at San Diego, California, and



RED CROWN
Aviation Gasoline
(CALIFORNIA)



—the California motor fuel of the unfailing power, thrust and mileage upon which his life depended.

With all the world to choose from, Captain Lindbergh crossed the continent to buy Red Crown Aviation Gasoline made at the Richmond Refinery of the Standard Oil Company of California on San Francisco Bay.

Red Crown Aviation Gasoline, which meets all the demands of the airplane, is a companion of Red Crown Gasoline for motor cars—a motor fuel celebrated on the Pacific Coast for its quick starting, maximum mileage and anti-knock qualities. Both products are refined with exactly the same care and skill, from California crude oil, by—

STANDARD OIL COMPANY OF CALIFORNIA

W. T. GALLIHER, CHAIRMAN OF THE BOARD

JOHN POOLE, PRESIDENT
WM. JOHN EYNON, VICE-PRESIDENT
W. J. WALLER, VICE-PRESIDENT
CHAS. B. LYDDANE, VICE-PRESIDENT
CHAS. D. BOYER, CASHIER
JOSEPH D. YERKES, ASST. CASHIER
WILLIAM M. SEAY, ASST. CASHIER
H. H. SHACKLEFORD, ASST. CASHIER
ERSKINE GORDON, TRUST OFFICER

WM. C. JOHNSON, ASST. TO PRESIDENT
ARTHUR J. LINN, COMPTROLLER
LEON TOBRINER, GENERAL COUNSEL

FEDERAL-AMERICAN
NATIONAL BANK
OF WASHINGTON, D. C.

June the Eleventh
1 9 2 7

Colonel Lindbergh -

Everyone around our place is thoroughly proud of you and thrilled by your triumph.

Your foresight - your dauntless courage - and your graciousness and gratitude have won for you the respect and admiration of the world.

What a magnificent example to the young manhood of all nations!

"It can be done" has never been better exemplified.

May it encourage and strengthen the desire of all people to be of greater service to their fellow-men and to society in general.

On behalf of my associates and myself, I bespeak the grace of God on Charles Lindbergh, a noble American youth.

Sincerely yours,

John Dole
President

